



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Mayor Diane Wolfe Marlin and City Council Members

FROM: Lorrie Pearson, AICP, Community Development Services Director
Kevin Garcia, Principal Planner

DATE: February 25, 2021

SUBJECT: **An Ordinance Approving a Preliminary Development Plan for a Planned Unit Development** (602 South Lincoln Avenue / CCH Development, LLC & CMH Development, LLC – Plan Case 2411-PUD-20)

An Ordinance Approving a Final Development Plan for a Planned Unit Development (602 South Lincoln Avenue / CCH Development, LLC & CMH Development, LLC – Plan Case 2412-PUD-20)

Supplemental Memorandum

On December 7, 2020, the Committee of the Whole discussed two ordinances for a proposed Planned Unit Development at 602 South Lincoln Avenue. After discussion, the Committee unanimously voted to forward the case to a future City Council meeting, after the Design Review Board (DRB) held a hearing on the project's design. On January 14, 2021, the DRB voted unanimously (5-0) to approve the project, with seven conditions (see below for details).

In response to the DRB discussion and conditions (below, and Exhibit K), the Committee of the Whole discussion on December 7, 2020, suggested revisions staff received from Alderpersons Sacks and Wu (Exhibit J), and subsequent discussions with staff, the applicant has revised their plans and has agreed to make additional commitments to address specific areas of concern. The revised plans and commitments preserve more trees on the site and incorporate more sustainable building practices than the original proposal.

Design Review Board

The Design Review Board (DRB) approved the design of the development with seven conditions. Each of the conditions is described as follows, including a brief description of each:

Condition 1: That the proposed building and parking area are in general compliance with the site plans, elevations and architectural renderings.

This is a standard condition for projects to ensure that what is built matches the approved plans.

Condition 2: Accept another masonry material that is on the Lincoln-Busey Corridor Design Guidelines approved materials list as an alternate to the stone masonry.

The DRB approved the proposed stone cladding. This condition also allows for specific alternative materials to be used instead, should Council require it as part of the Planned Unit Development approval.

Condition 3: Accept natural wood lap siding, shake, or shingles as an alternate to the engineered wood siding.

The DRB approved the proposed engineered wood siding. This condition also allows for specific alternative materials to be used instead, should Council require it as part of the Planned Unit Development approval.

Condition 4: Allow for the reduction of the area of the parking lot in any way to preserve trees, taking into consideration a reduction in parking spaces.

This condition would allow Council to grant a waiver to reduce the number of parking spaces on the site to help preserve trees (see “Zoning Waivers” for an analysis of this condition).

Condition 5: That the proposed permeable pavement become permeable pavers, and may be extended to other areas of the parking lot, to increase stormwater management and tree preservation.

This condition requires a specific type of permeable pavement in areas identified for permeable pavement, and allows for other areas of the parking lot to be paved with permeable pavers as well.

Condition 6: Allow solar panels to be installed on the rooftops.

This condition allows solar panels to be installed on top of the buildings without requiring additional review by the DRB.

Condition 7: Canopy trees shall be added to the landscape plan of a diversity of tree species, looking at the replacement value for trees being removed from the site, in coordination with the City Arborist.

The original Landscape Plan, which is the plan the DRB considered, included the removal of all five existing street trees along Lincoln Avenue and eight trees on the interior of the site. This condition was designed to require those trees to be replaced with trees that would take into account the value of the trees lost.

In the updated Landscape Plan¹, the sidewalk has been moved further east on the property, which will allow the five existing trees along Lincoln Avenue to be preserved. The plan also includes five new canopy trees, which were selected in consultation with the City Arborist, in places where there currently are none: one American Hornbeam along Lincoln Avenue, one Redbud and one Kentucky Coffeetree along California Avenue, and one Swamp White Oak and one Kentucky Coffeetree along Oregon Street.

Zoning Waivers

As discussed in the original staff memorandum² on December 3, 2020, the applicant had requested one waiver: to allow an increase in the floor-area ratio of approximately 25 percent. At the DRB hearing, there was a great deal of discussion about tree preservation. Ultimately, the Board approved a condition to allow a reduction in the number of parking spaces to preserve more trees on the site. Since the original proposal included the minimum number of parking spaces required by the Zoning Ordinance, a reduction in parking would require a waiver to allow the parking to be reduced to less than required. City Council is authorized to grant this waiver as part of the PUD approval.

In 2017, Planning staff conducted a parking usage study for apartment buildings in West Urbana. Of all the buildings surveyed, 18 had more than 10 bedrooms and had only single-bedroom units, just like the proposed development. The Zoning Ordinance requires 0.7 parking spaces per-unit for single-bedroom

¹ See Sheet A1.1 in Ordinance Attachment A.

² https://www.urbanaininois.us/sites/default/files/attachments/Ordinances_2020-12-070_and_2020-12-071_all.pdf

apartments, and of those 18 buildings, eight had 0.7 spaces-per-unit being used by residents. The other 10 buildings had between 0.14 and 0.53 spaces-per-unit being used by residents, so for many developments, 0.7 spaces-per-unit is higher than necessary. The development as now proposed would have 44 parking spaces for 70 units, or 0.62 spaces per-unit. Based on the parking study data, and the proximity of the development to the University of Illinois campus, that is an adequate amount of parking. A waiver to allow a reduction in parking is reasonable, especially since it will allow more trees to be preserved and more trees to be planted.

Discussion

The applicant originally presented plans to the Committee of the Whole that had been unanimously recommended for approval by the Plan Commission, who found that the plans met the requirements for a Planned Unit Development. The Committee forwarded the case to the City Council, with time allowed for the case to be processed by the DRB. The DRB then approved the design, with conditions. Staff requested that the case be returned to the Committee of the Whole to further consider the DRB findings. The applicant has since revised their plans to meet the conditions of the DRB and has committed to do the following, in addition to the commitments made in their original proposal:

1. Preserve all trees along Lincoln Avenue, and install new canopy trees on all three sides of the site;
2. Make all buildings “solar-ready”, and install solar panels if a new solar renewable energy credit program is established by the State of Illinois;
3. Install at least four electric vehicle (EV) charging stations, and make other parking spaces “EV-ready”;
4. Make all buildings approximately 17 percent more energy-efficient than required by building code (see Exhibit N).

PUD Ordinance Goals

City Council must review Planned Unit Development proposals for consistency with nine general goals outlined in Section XIII-3.C of the Zoning Ordinance.

As described in the staff memo from December 3, 2020, the proposed development is generally consistent with goals 1, 2, 3, 4, 5, 6, and 7. The changes that the applicant has committed to since the original memo was written further the goals of the PUD ordinance even more, by preserving more trees and implementing more sustainable technology into the plans.

Recommendation

Based on the recommendation of the Plan Commission, the approval (and associated conditions) of the DRB, discussion topics at the Committee of the Whole meeting on December 7, 2020, and subsequent plan revisions and statements made by the applicant, staff recommends that the Committee of the Whole review the updated plans, and consider the following conditions:

1. That construction be in general conformance with the attached site plans, elevations, and landscape plan in Ordinance Attachment A; and
2. That the energy-efficiency treatments identified in Ordinance Attachment B are installed before the Certificates of Occupancy are issued for the buildings; and

3. That a tree protection plan be implemented during demolition and construction, in coordination with the City Arborist, following the City of Urbana Arboricultural Specifications Manual; and
4. That the sidewalk adjacent to Lincoln Avenue, as shown in Ordinance Attachment A, be constructed at the applicant's expense, that the applicant records an access easement to allow the sidewalk's use by the public, and that the sidewalk is constructed and the easement recorded before the Certificate of Occupancy is issued for the final unit in the development; and
5. That all buildings be made "solar-ready," and that solar panels be installed within two years of the State of Illinois establishing a new solar renewable energy credit program; and
6. That at least four electric vehicle charging stations are installed before a Certificate of Occupancy is issued for any unit in the development, and that all parking spaces underneath the buildings are outfitted with the necessary wiring to allow more charging stations to be installed in the future as needed.

Attachments: Exhibit J: Letter from Council Members Sacks and Wu – Requested Improvements
Exhibit K: Draft DRB Minutes
Exhibit L: City Arborist's Site Evaluation Memo
Exhibit M: City of Urbana Arboricultural Specifications Manual
Exhibit N: Energy Improvements Summary
Exhibit O: Solar Sense Site Evaluation
Exhibit P: Geothermal Site Evaluation

cc: CCH Development, LLC; CMH Development, LLC; Mode 3 Architecture

ORDINANCE NO. 2020-12-070

**AN ORDINANCE APPROVING A PRELIMINARY DEVELOPMENT PLAN FOR A
PLANNED UNIT DEVELOPMENT**

**(602-602 South Lincoln Avenue, 805-809 West California Avenue, and 806-810 West Oregon
Avenue / Plan Case No. 2411-PUD-20)**

WHEREAS, the City of Urbana (“City”) is a home rule unit of local government pursuant to Article VII, Section 6, of the Illinois Constitution, 1970, and may exercise any power and perform any function pertaining to its government and affairs, and the passage of this Ordinance constitutes an exercise of the City’s home rule powers and functions as granted in the Illinois Constitution, 1970; and

WHEREAS, Mode 3 Architecture, on behalf of CCH Development, LLC and CMH Properties, LLC, has applied for a residential planned unit development (PUD) for property known as 602 and 604 South Lincoln Avenue, 805, 807 and 809 West California Avenue, and 804, 806, 808, 808 ½ and 810 West Oregon Avenue in the R-4, Medium Density Multiple-Family Residential and R-7, University Residential Zoning Districts; and

WHEREAS, Section XIII-3 of the Urbana Zoning Ordinance requires the submission and approval of a preliminary and a final development plan for planned unit developments, and that all requested waivers from development standards be expressly written; and

WHEREAS, the applicant has submitted a preliminary and a final development plan with requested waivers to increase the floor area ratio from 0.50 to 0.76 for the PUD; and

WHEREAS, after due publication, the Urbana Plan Commission held a public hearing on such petition at 7:00 p.m. on November 24, 2020, in Plan Case No. 2411-PUD-20; and

WHEREAS, the Plan Commission voted seven (7) ayes and zero (0) nays to forward the cases to the Urbana City Council with a recommendation to approve the requested preliminary and final Planned Unit Developments; and

WHEREAS, the City Council finds that the requested preliminary and final development plans are consistent with Section XIII-3 of the Urbana Zoning Ordinance, Planned Unit Developments, and with the definitions and goals of this Section of the Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Urbana, Illinois, as follows:

Section 1.

A final development plan for the PUD, as attached hereto in Ordinance Attachment A, is hereby approved for property known as 602 and 604 South Lincoln Avenue, 805, 807 and 809 West California Avenue, and 804, 806, 808, 808 ½ and 810 West Oregon Avenue with the following conditions and waivers:

1. That construction be in general conformance with the attached site plans, elevations, and landscape plan in Ordinance Attachment A; and
2. That the energy-efficiency treatments identified in Ordinance Attachment B are installed before the Certificates of Occupancy are issued for the buildings; and
3. That a tree protection plan be implemented during demolition and construction, in coordination with the City Arborist, following the City of Urbana Arboricultural Specifications Manual; and
4. That the sidewalk adjacent to Lincoln Avenue, as shown in Ordinance Attachment A, be constructed at the applicant's expense, that the applicant records an access easement to allow the sidewalk's use by the public, and that the sidewalk is constructed and the easement recorded before the Certificate of Occupancy is issued for the final unit in the development; and
5. That all buildings be made "solar-ready," and that solar panels be installed within two years of the State of Illinois establishing a new solar renewable energy credit program; and
6. That at least four electric vehicle charging stations are installed before a Certificate of Occupancy is issued for any unit in the development, and that all parking spaces underneath the buildings are outfitted with the necessary wiring to allow more charging stations to be installed in the future as needed; and
7. That the floor area ratio is increased from 0.5 to 0.76; and

8. That the required number of parking spaces is reduced from 49 to 44.

LEGAL DESCRIPTION:

The West 55 feet and 7 inches of Lot 31 of Campbell and Kelley's Addition to Urbana, as per Plat recorded October 6, 1858 in Deed Record "O", at Page 392, situated in Champaign County, Illinois.

P.I.N. 92-21-17-152-004, Address: 805 West California

The East 50 feet 7 inches of Lot 34, and the East 50 feet 7 inches of the North 29 feet 8 inches of Lot 35 all in Campbell and Kelley's Addition to Urbana, Illinois, as per Plat recorded in Deed Book "O" at Page 392, in Champaign County, Illinois.

P.I.N. 92-21-17-152-003, Address: 807 West California

The East 45 feet of the West 135 feet of the North 23 feet 8 inches of Lot 35 in Campbell and Kelly's Addition to Urbana, Illinois, as per Plat recorded in Deed Book "O" at Page 392, situated in Champaign County, Illinois.

P.I.N. 92-21-17-152-002, Address: 809 W California

The North 53 feet of the West 90 feet of Lot 34 in Campbell and Kelly's Addition to Urbana, Illinois, as per Plat recorded in Deed Book "O" at Page 392, situated in Champaign County, Illinois.

P.I.N. 92-21-17-152-001, Address: 602 South Lincoln

The West 90 feet of the South 26 feet 4 inches of Lot 34; the West 90 feet of the North 23 feet 8 inches of Lot 35; The East 45 feet of the West 135 feet of Lot 34; in Campbell and Kelly's Addition to Urbana, Illinois ad per Plat recorded in Deed Bok "O" at page 392, situated in Champaign County, Illinois.

P.I.N. 92-21-17-152-006, Address: 604 South Lincoln

The West 53 feet and 6 inches of Lot 33 and the West 53 feet and 6 inches of the South ½ of Lot 32, and also the East 1 foot and 6 inches of Lot 36 and the East 1 foot and 6 inches of South ½ of Lot 35 in Campbell and Kelly's Addition to Urbana, as per plat recorded in Deed Record "0" at page 392, in Champaign County, Illinois.

P.I.N. 92-21-17-152-011, Address: 804 West Oregon.

All of the East 50 feet 7 inches of Lots 35 and 36 of Campbell and Kelly's Addition to Urbana, as per Deed Record "O" at page 392, except the North 29 feet 8 inches thereof, and also excepting the East 1 foot 6 inches of the South 119 feet thereof, situated in Champaign County, Illinois. And also excepting the East 1 foot, 6 inches of the South 119 feet thereof, including easement for driveway, situated in Champaign County, Illinois.

P.I.N. 92-21-17-152-010, Address: 806 West Oregon

The East 60 feet of the West 135 feet of Lot 36 in Campbell and Kelley's Addition to Urbana, as per Plat recorded in Deed Book "O" at Page 392, in Champaign County, Illinois, EXCEPT as to the rights of the adjoining property owners in the East 4 feet of said described property for driveway purposes as described in Agreement dated June 27, 1921 and recorded in Book 186 at Page 456 as Document Number 168993.

P.I.N. 92-21-17-152-009, Address: 808 West Oregon

The East 60 feet of the West 135 feet of the South 55 feet, 7 inches of Lot 35 in Campbell and Kelley's Addition to Urbana, as per Plat recorded in Deed Book "O" at Page 392, in Champaign County, Illinois, EXCEPT as to the rights of the adjoining property owners in the East 4 feet of said described property for driveway purposes as described in Agreement dated June 27, 1921 and recorded in Book 186 at Page 456 as Document Number 168993.

P.I.N. 92-21-17-152-008, Address: 808 1/2 West Oregon

The south 135 feet of the West 75 feet of Lots 35 and 36 of Campbell and Kelly's Addition to Urbana, situated in the city of Urbana, County of Champaign, Illinois.

P.I.N. 92-21-17-152-007, Address: 810 West Oregon

Section 2.

Upon approval of this Ordinance, the City Clerk is directed to record a certified copy of this Ordinance with the Champaign County Office of Recorder of Deeds. The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities, and this Ordinance shall be in full force and effect from and after its passage and publication in accordance with Section 1-2-4 of the Illinois Municipal Code.

This Ordinance is hereby passed by the affirmative vote, the "ayes" and "nays" being called, of a majority of the members of the Council of the City of Urbana, Illinois, at a meeting of said Council.

PASSED BY THE CITY COUNCIL this ____ day of _____, 2021.

AYES:

NAYS:

ABSTENTIONS:

Phyllis D. Clark, City Clerk

APPROVED BY THE MAYOR this ____ day of _____, 2021.

Diane Wolfe Marlin, Mayor

CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

I, Phyllis D. Clark, certify that I am the duly appointed and acting Municipal Clerk of the City of Urbana, Champaign County, Illinois. I certify that on the _____ day of _____, 2021, the corporate authorities of the City of Urbana passed and approved Ordinance No. _____, entitled “An Ordinance Approving a Preliminary Development Plan for a Planned Unit Development (602-602 South Lincoln Avenue, 805-809 West California Avenue, and 806-810 West Oregon Avenue / Plan Case No. 2411-PUD-20)” which provided by its terms that it should be published in pamphlet form. The pamphlet form of Ordinance No. _____ was prepared, and a copy of such Ordinance was posted in the Urbana City Building commencing on the _____ day of _____, 2021, and continuing for at least ten (10) days thereafter. Copies of such Ordinance were also available for public inspection upon request at the Office of the City Clerk.

DATED at Urbana, Illinois, this _____ day of _____, 2021.

ORDINANCE NO. 2020-12-071

AN ORDINANCE APPROVING A FINAL DEVELOPMENT PLAN FOR A PLANNED UNIT DEVELOPMENT

(602-602 South Lincoln Avenue, 805-809 West California Avenue, and 806-810 West Oregon Avenue / Plan Case No. 2412-PUD-20)

WHEREAS, the City of Urbana (“City”) is a home rule unit of local government pursuant to Article VII, Section 6, of the Illinois Constitution, 1970, and may exercise any power and perform any function pertaining to its government and affairs, and the passage of this Ordinance constitutes an exercise of the City’s home rule powers and functions as granted in the Illinois Constitution, 1970; and

WHEREAS, Mode 3 Architecture, on behalf of CCH Development, LLC and CMH Properties, LLC, has applied for a residential planned unit development (PUD) for property known as 602 and 604 South Lincoln Avenue, 805, 807 and 809 West California Avenue, and 804, 806, 808, 808 ½ and 810 West Oregon Avenue in the R-4, Medium Density Multiple-Family Residential and R-7, University Residential Zoning Districts; and

WHEREAS, Section XIII-3 of the Urbana Zoning Ordinance requires the submission and approval of a preliminary and a final development plan for planned unit developments, and that all requested waivers from development standards be expressly written; and

WHEREAS, the applicant has submitted a preliminary and a final development plan with requested waivers to increase the floor area ratio from 0.50 to 0.76 for the PUD; and

WHEREAS, after due publication, the Urbana Plan Commission held a public hearing on such petition at 7:00 p.m. on November 24, 2020, in Plan Case No. 2411-PUD-20; and

WHEREAS, the Plan Commission voted seven (7) ayes and zero (0) nays to forward the cases to the Urbana City Council with a recommendation to approve the requested preliminary and final Planned Unit Developments; and

WHEREAS, the City Council finds that the requested preliminary and final development plans are consistent with Section XIII-3 of the Urbana Zoning Ordinance, Planned Unit Developments, and with the definitions and goals of this Section of the Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Urbana, Illinois, as follows:

Section 1.

A final development plan for the PUD, as attached hereto in Ordinance Attachment A, is hereby approved for property known as 602 and 604 South Lincoln Avenue, 805, 807 and 809 West California Avenue, and 804, 806, 808, 808 ½ and 810 West Oregon Avenue with the following conditions:

1. That construction be in general conformance with the attached site plans, elevations, and landscape plan in Ordinance Attachment A; and
2. That the energy-efficiency treatments identified in Ordinance Attachment B are installed before the Certificates of Occupancy are issued for the buildings; and
3. That a tree protection plan be implemented during demolition and construction, in coordination with the City Arborist, following the City of Urbana Arboricultural Specifications Manual; and
4. That the sidewalk adjacent to Lincoln Avenue, as shown in Ordinance Attachment A, be constructed at the applicant's expense, that the applicant records an access easement to allow the sidewalk's use by the public, and that the sidewalk is constructed and the easement recorded before the Certificate of Occupancy is issued for the final unit in the development; and
5. That all buildings be made "solar-ready," and that solar panels be installed within two years of the State of Illinois establishing a new solar renewable energy credit program; and
6. That at least four electric vehicle charging stations are installed before a Certificate of Occupancy is issued for any unit in the development, and that all parking spaces underneath the buildings are outfitted with the necessary wiring to allow more charging stations to be installed in the future as needed; and
7. That the floor area ratio is increased from 0.5 to 0.76; and
8. That the required number of parking spaces is reduced from 49 to 44.

LEGAL DESCRIPTION:

The West 55 feet and 7 inches of Lot 31 of Campbell and Kelley's Addition to Urbana, as per Plat recorded October 6, 1858 in Deed Record "O", at Page 392, situated in Champaign County, Illinois.

P.I.N. 92-21-17-152-004, Address: 805 West California

The East 50 feet 7 inches of Lot 34, and the East 50 feet 7 inches of the North 29 feet 8 inches of Lot 35 all in Campbell and Kelley's Addition to Urbana, Illinois, as per Plat recorded in Deed Book "O" at Page 392, in Champaign County, Illinois.

P.I.N. 92-21-17-152-003, Address: 807 West California

The East 45 feet of the West 135 feet of the North 23 feet 8 inches of Lot 35 in Campbell and Kelly's Addition to Urbana, Illinois, as per Plat recorded in Deed Book "O" at Page 392, situated in Champaign County, Illinois.

P.I.N. 92-21-17-152-002, Address: 809 W California

The North 53 feet of the West 90 feet of Lot 34 in Campbell and Kelly's Addition to Urbana, Illinois, as per Plat recorded in Deed Book "O" at Page 392, situated in Champaign County, Illinois.

P.I.N. 92-21-17-152-001, Address: 602 South Lincoln

The West 90 feet of the South 26 feet 4 inches of Lot 34; the West 90 feet of the North 23 feet 8 inches of Lot 35; The East 45 feet of the West 135 feet of Lot 34; in Campbell and Kelly's Addition to Urbana, Illinois ad per Plat recorded in Deed Bok "O" at page 392, situated in Champaign County, Illinois.

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P.I.N. 92-21-17-152-011, Address: 804 West Oregon.

All of the East 50 feet 7 inches of Lots 35 and 36 of Campbell and Kelly's Addition to Urbana, as per Deed Record "O" at page 392, except the North 29 feet 8 inches thereof, and also excepting the East 1 foot 6 inches of the South 119 feet thereof, situated in Champaign County, Illinois. And also excepting the East 1 foot, 6 inches of the South 119 feet thereof, including easement for driveway, situated in Champaign County, Illinois.

P.I.N. 92-21-17-152-010, Address: 806 West Oregon

The East 60 feet of the West 135 feet of Lot 36 in Campbell and Kelley's Addition to Urbana, as per Plat recorded in Deed Book "O" at Page 392, in Champaign County, Illinois, EXCEPT as to the rights of the adjoining property owners in the East 4 feet of said described property for driveway purposes as described in Agreement dated June 27, 1921 and recorded in Book 186 at Page 456 as Document Number 168993.

P.I.N. 92-21-17-152-009, Address: 808 West Oregon

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P.I.N. 92-21-17-152-008, Address: 808 1/2 West Oregon

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P.I.N. 92-21-17-152-007, Address: 810 West Oregon

Section 2.

Upon approval of this Ordinance, the City Clerk is directed to record a certified copy of this Ordinance with the Champaign County Office of Recorder of Deeds. The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities, and this Ordinance shall be in full force and effect from and after its passage and publication in accordance with Section 1-2-4 of the Illinois Municipal Code.

This Ordinance is hereby passed by the affirmative vote, the "ayes" and "nays" being called, of a majority of the members of the Council of the City of Urbana, Illinois, at a meeting of said Council.

PASSED BY THE CITY COUNCIL this ____ day of _____, 2021.

AYES:

NAYS:

ABSTENTIONS:

Phyllis D. Clark, City Clerk

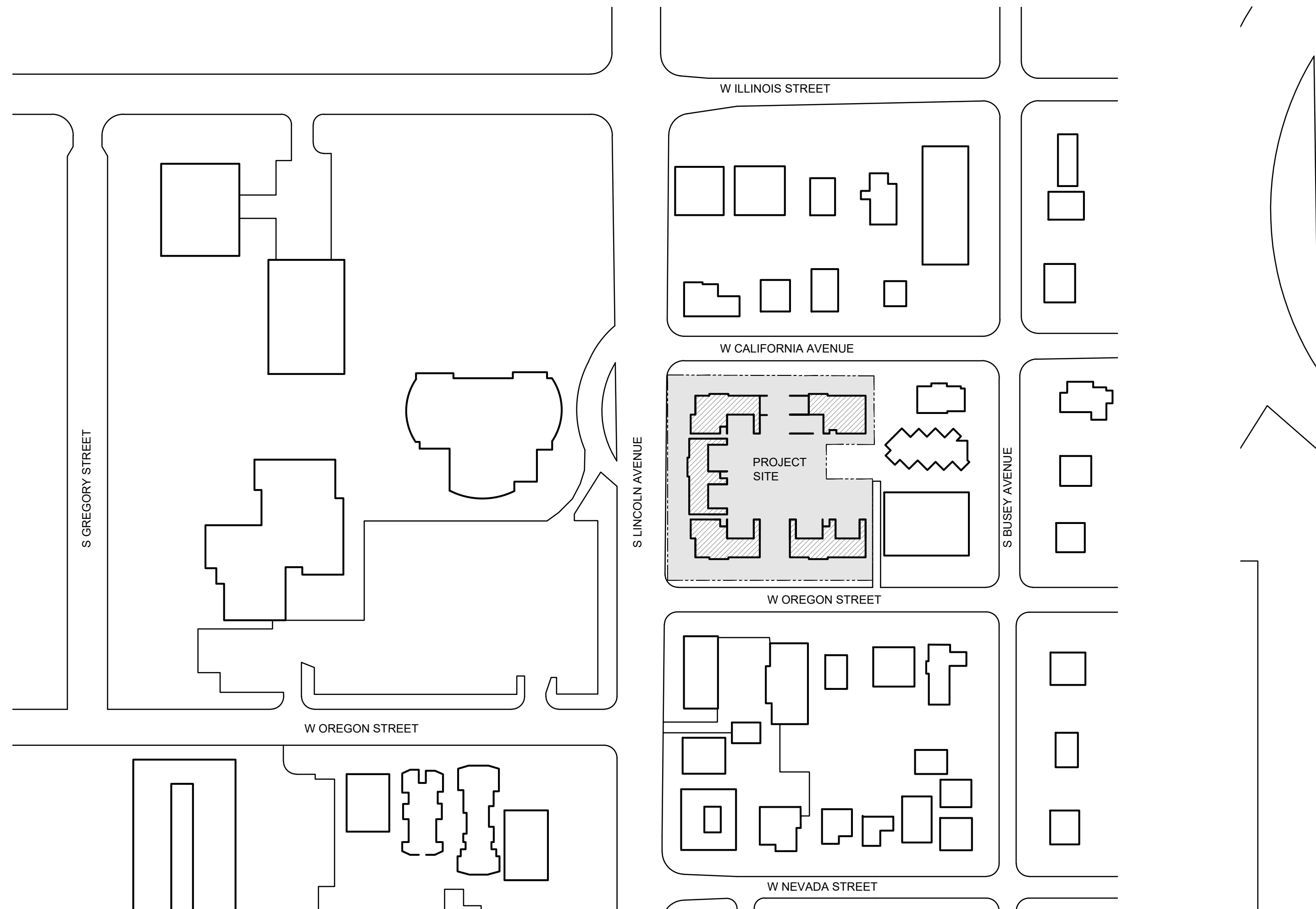
APPROVED BY THE MAYOR this ____ day of _____, 2021.

Diane Wolfe Marlin, Mayor

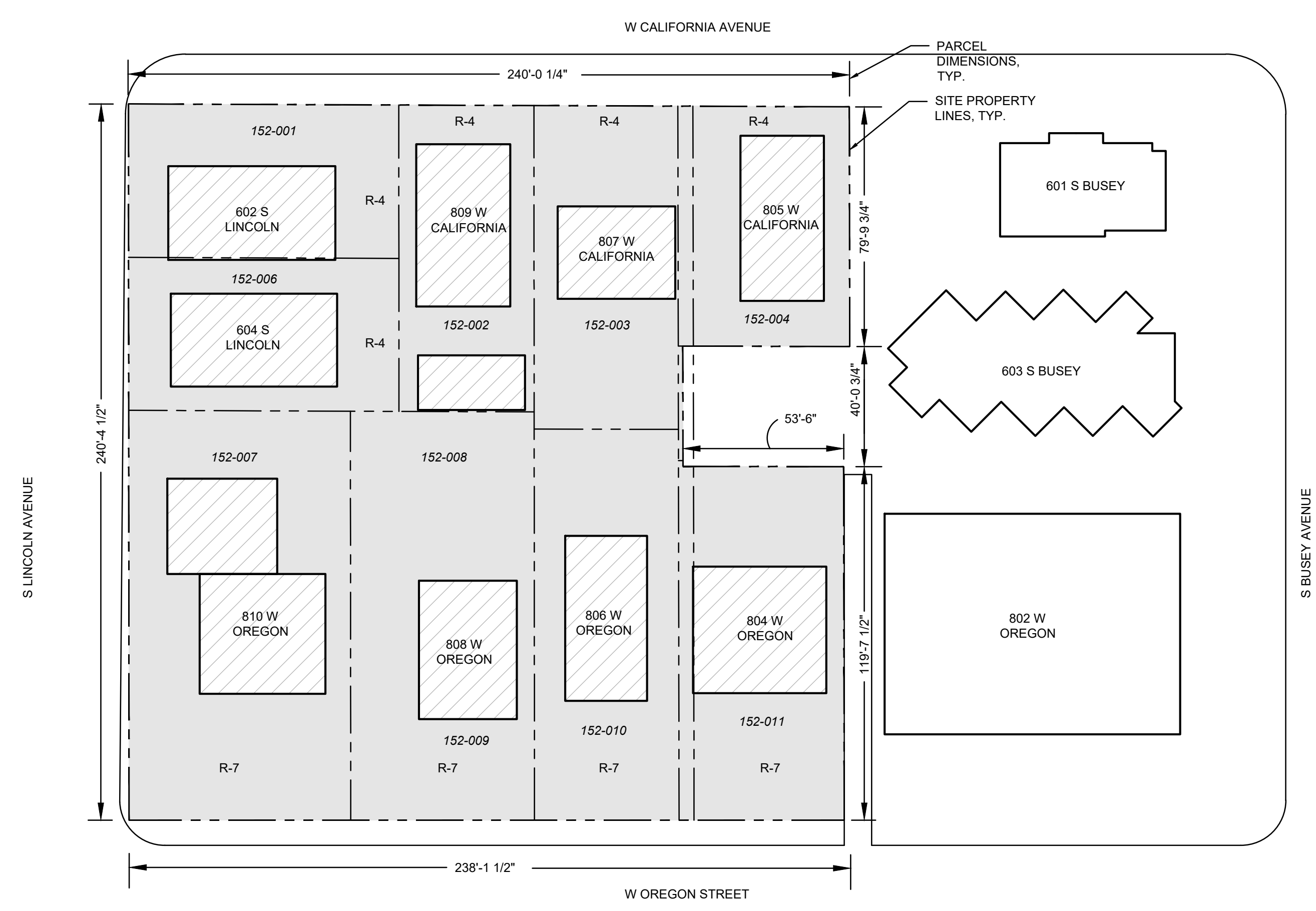
CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

I, Phyllis D. Clark, certify that I am the duly appointed and acting Municipal Clerk of the City of Urbana, Champaign County, Illinois. I certify that on the _____ day of _____, 2021, the corporate authorities of the City of Urbana passed and approved Ordinance No. _____, entitled “An Ordinance Approving a Final Development Plan for a Planned Unit Development (602-602 South Lincoln Avenue, 805-809 West California Avenue, and 806-810 West Oregon Avenue / Plan Case No. 2412-PUD-20)” which provided by its terms that it should be published in pamphlet form. The pamphlet form of Ordinance No. _____ was prepared, and a copy of such Ordinance was posted in the Urbana City Building commencing on the _____ day of _____, 2021, and continuing for at least ten (10) days thereafter. Copies of such Ordinance were also available for public inspection upon request at the Office of the City Clerk.

DATED at Urbana, Illinois, this _____ day of _____, 2021.



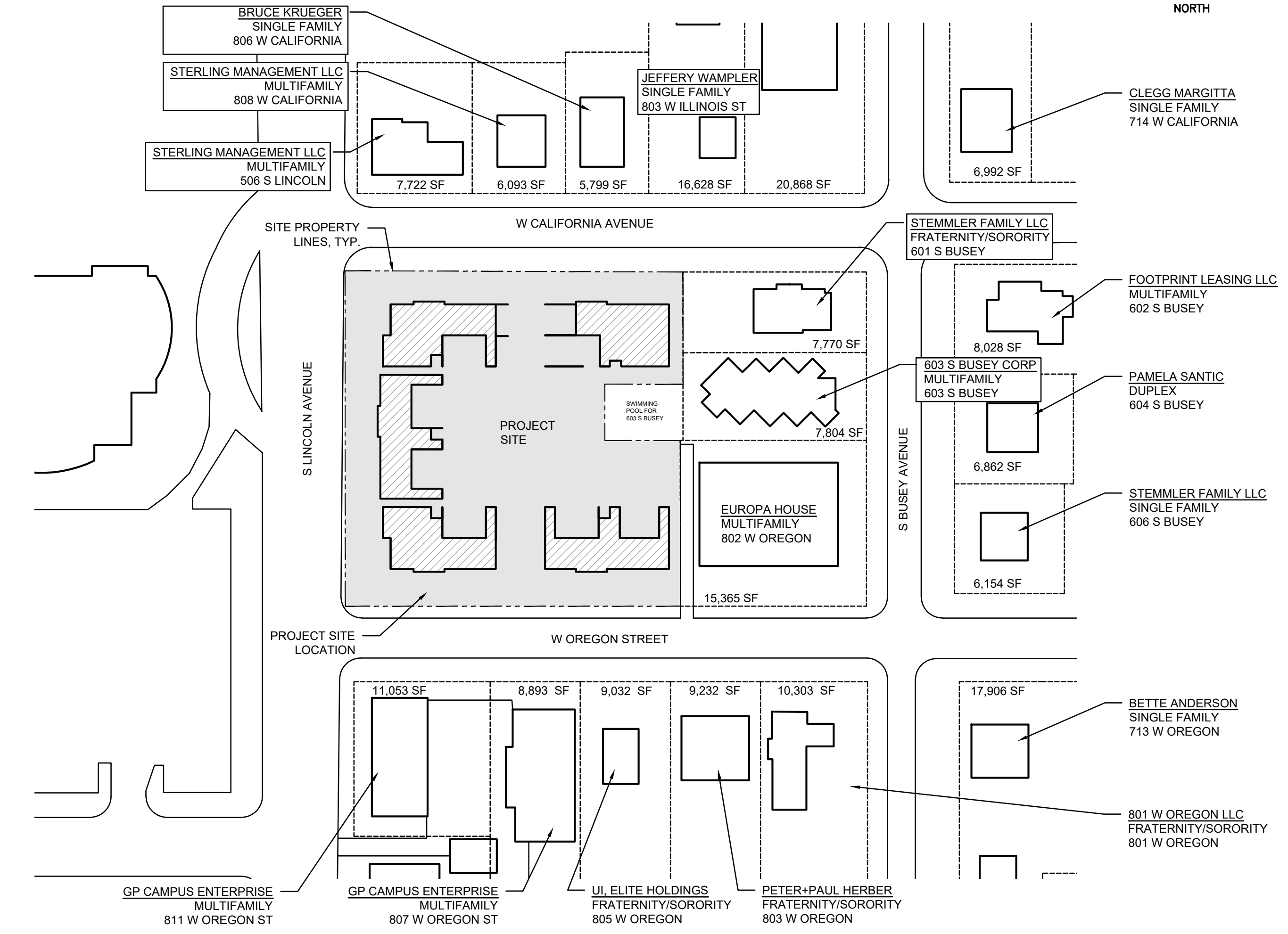
A
A0.1 SITE LOCATION AND VICINITY PLAN
NO SCALE



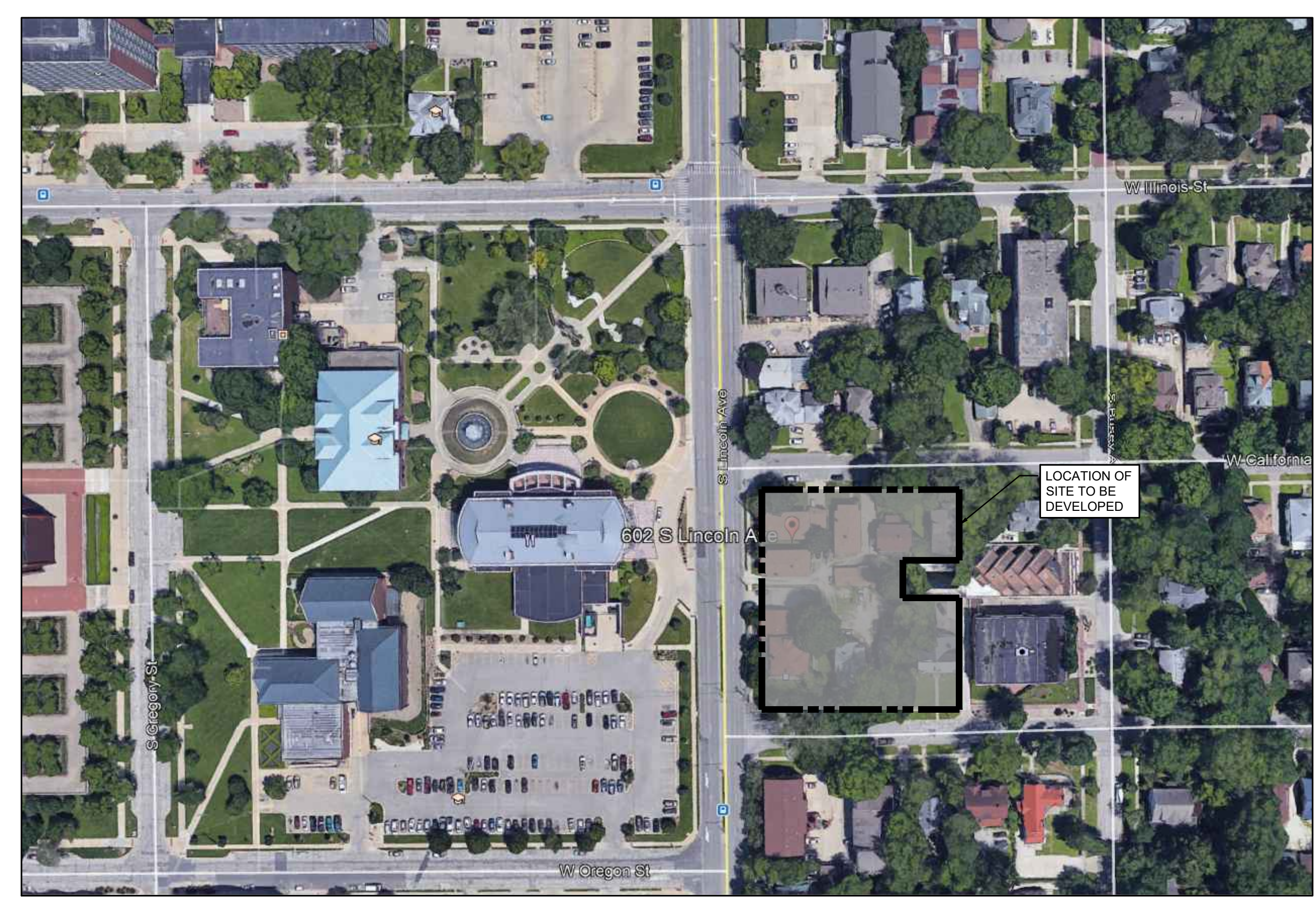
B
A0.1 EXISTING STRUCTURES SITE PLAN
NO SCALE



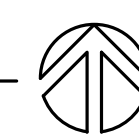
URBANA ZONING ANALYSIS
 LOTS 152-001 +002 +003 + 004 + 006 = ZONED R-4
 LOTS 152-007 +008 +009 +010 + 011 ZONED R-7
 TOTAL LOTS COMBINED AREA = 55,128 sf



C
A0.1 ADJACENT PARCELS AND STRUCTURES SITE PLAN
NO SCALE



D
A0.1 EXISTING SATELLITE IMAGE
NO SCALE



M O D E 3
ARCHITECTURE
 217 S. NEIL STREET SUITE D
 CHAMPAIGN, IL 61820
 PH: 217-355-8731 EMAIL: josh@mode3arch.com
 IL PROF. DESIGN FIRM #184-006697
 © 2020 MODE 3 ARCHITECTURE INC.

PROJECT TITLE:
 602 S. LINCOLN AVENUE DEVELOPMENT
 CITY COUNCIL PUD PRESENTATION

COUNCIL P.U.D. REVIEW		
REVISIONS OR ADDED SHEETS		
No.	DATE	DESCRIPTION

SHEET TITLE

DATE: MARCH 1, 2021

A0.1

PROJECT TITLE:
602 S. LINCOLN AVENUE DEVELOPMENT
CITY COUNCIL PUD PRESENTATION

COUNCIL P.U.D. REVIEW		
REVISIONS OR ADDED SHEETS		
No.	DATE	DESCRIPTION

SHEET TITLE

SITE DIAGRAMS

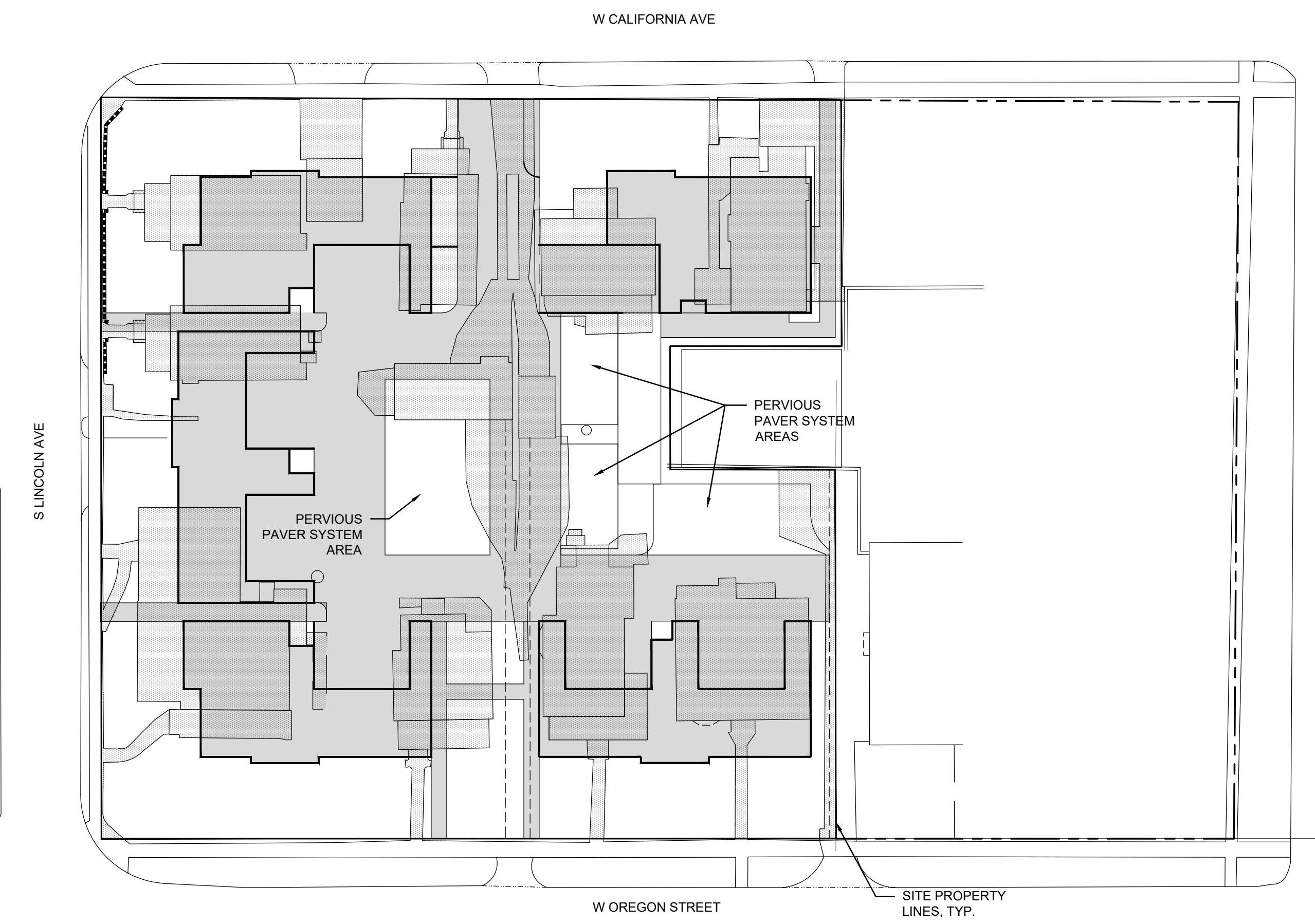
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A0.2

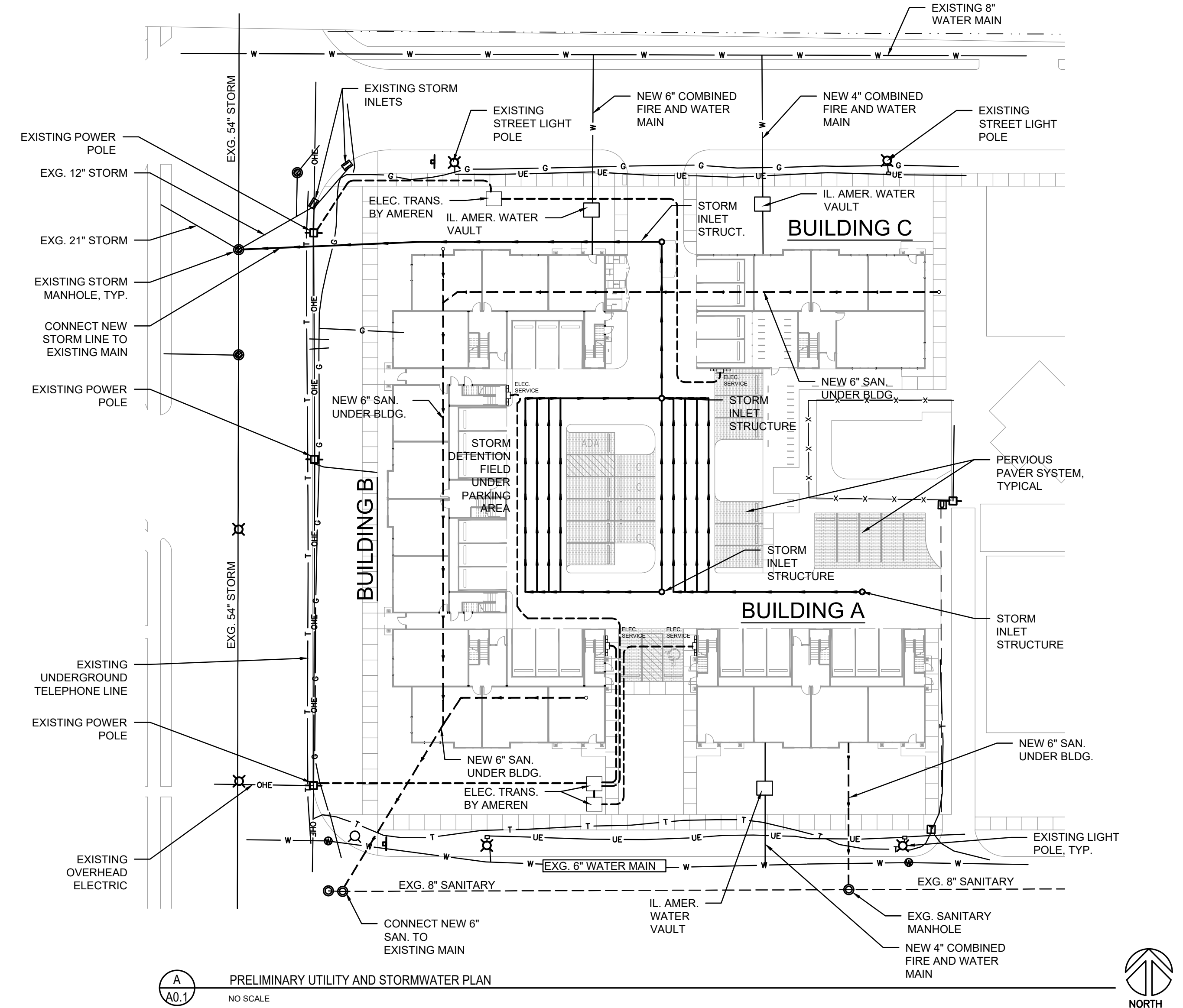
SHEET #

LEGEND

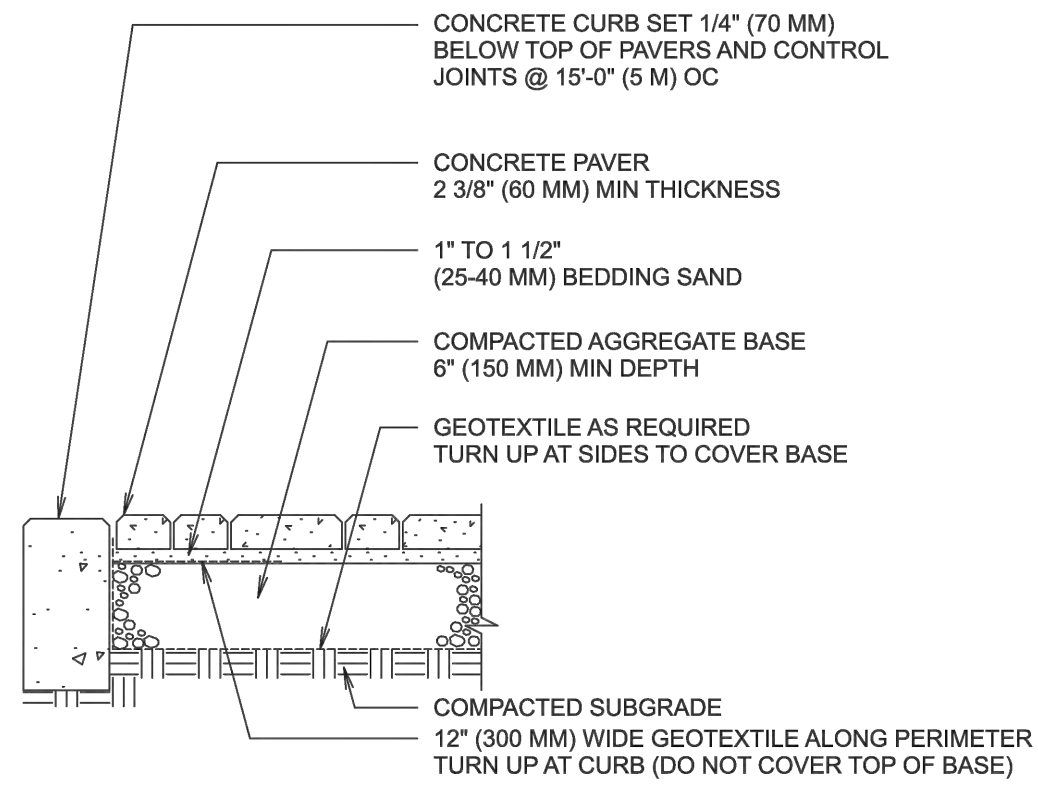
- EXISTING SITE IMPERVIOUS SURFACES
 - NEW SITE IMPERVIOUS SURFACES
 - NEW BUILDING FOOTPRINT
- | | |
|---------------------------------|----------|
| EXISTING SITE IMPERVIOUS SF = | 22,741 |
| NEW SITE DESIGN IMPERVIOUS SF = | 30,158 |
| CHANGE = | +7417 SF |
| PERCENT CHANGE = | +24% |
- *IMPERVIOUS SF NUMBERS AS CALCULATED INCLUDE BUILDING FOOTPRINTS



B
A0.1
IMPERVIOUS AREA SITE PLAN - NEW VS EXISTING
NO SCALE



A
A0.1
PRELIMINARY UTILITY AND STORMWATER PLAN
NO SCALE



C
A0.1
PERVIOUS PAVER SYSTEM DETAIL
NO SCALE

- NOTES:**
1. THICKNESS OF AGGREGATE BASE WILL VARY WITH SUBGRADE CONDITIONS AND CLIMATE. COLDER CLIMATES MAY REQUIRE THICKER BASES.
 2. CONCRETE PAVERS SHOULD BE PLACED ON A CEMENT TREATED BASE IF SOIL IS EXTREMELY WEAK OR CONSTANTLY SATURATED. PAVERS CAN BE OVERLAID OR INLAID ON EXISTING ASPHALT OR CONCRETE DRIVEWAYS.
 3. CONSULT ICPI TECH SPEC 2 FOR GUIDELINES ON SPECIFICATIONS FOR BASE MATERIALS, SUBGRADE SOIL AND BASE COMPACTION.
 4. PLASTIC, STEEL, ALUMINUM OR PRECAST CONCRETE, EDGING MAY BE USED.

PROJECT TITLE:
602 S. LINCOLN AVENUE DEVELOPMENT
CITY COUNCIL PUD PRESENTATION



B
A2.1 PERSPECTIVE VIEWS
NO SCALE



A
A2.1 WEST ELEVATION (LINCOLN AVE)
SCALE: 3/32" = 1'-0"
12' 0" 1' 5" 10" 20" 30"

COUNCIL P.U.D. REVIEW		
REVISIONS OR ADDED SHEETS		
No.	DATE	DESCRIPTION

SHEET TITLE

ELEVATION + PERSPECTIVE IMAGES

DATE: MARCH 1, 2021

A2.1

SHEET #



A
A2.2 AERIAL VIEW LOOKING NORTH-EAST
NO SCALE

M O D E 3
ARCHITECTURE
217 S. NEIL STREET SUITE D
CHAMPAIGN, IL 61820
PH: 217-355-8731 EMAIL: josh@mod3arch.com
IL PROF. DESIGN FIRM #184-006697
© 2020 MODE 3 ARCHITECTURE INC.

PROJECT TITLE:
602 S. LINCOLN AVENUE DEVELOPMENT
CITY COUNCIL PUD PRESENTATION

COUNCIL P.U.D. REVIEW

REVISIONS OR ADDED SHEETS

No.	DATE	DESCRIPTION

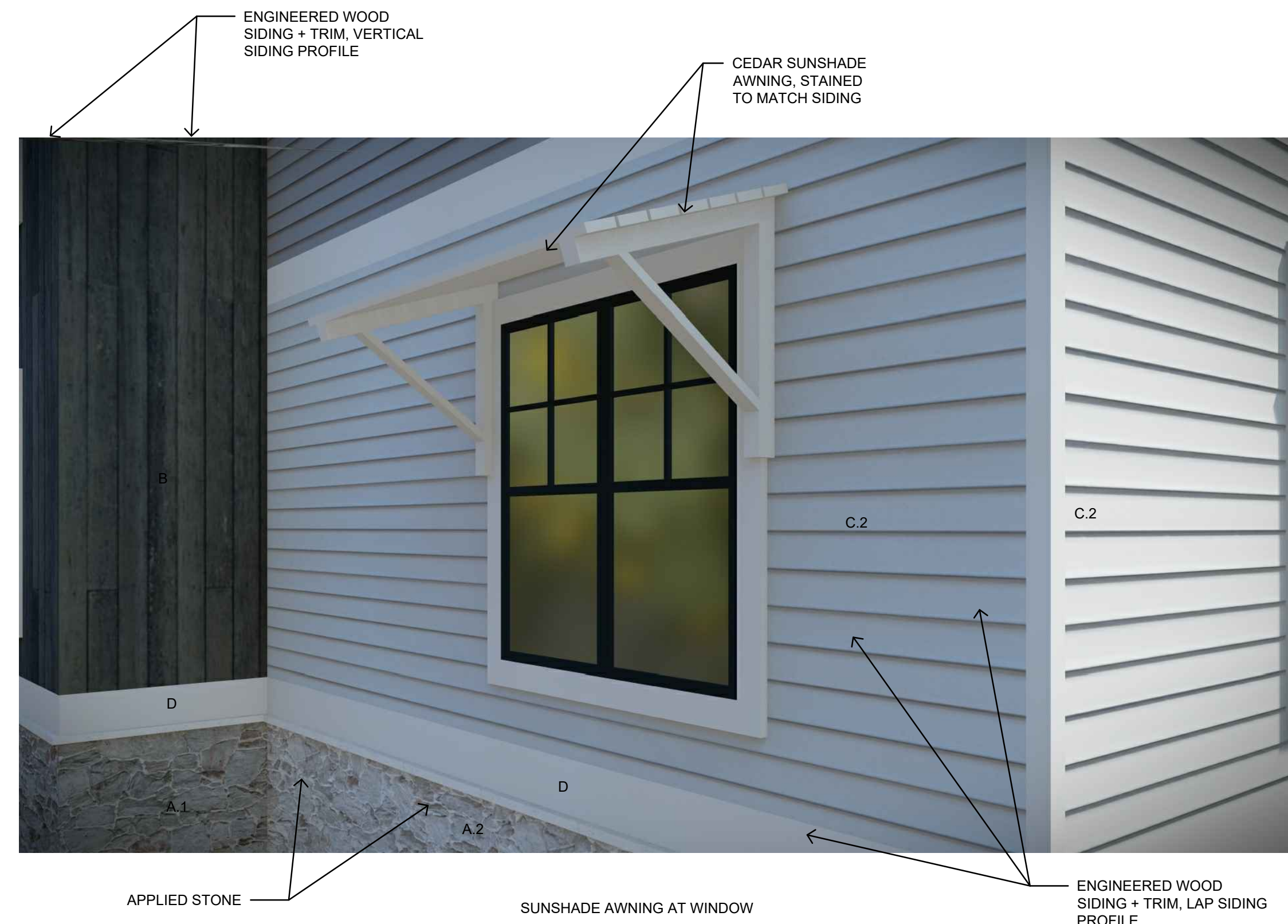
SHEET TITLE

PERSPECTIVE IMAGE

DATE: MARCH 1, 2021

A2.2

SHEET #



A
A2.3
DETAIL VIEWS
NO SCALE

PROPOSED MATERIAL SELECTIONS

A.1	Stone 1	Eldorado Country Rubble 'Polermo'
A.2	Stone 2	Eldorado Country Rubble 'Bella'
B	Vertical Siding	LP Smartside Cedar Texture Panel with groove at 8" o.c. with Diamond Kote Color 'Elkhorn'
C.1	Horizontal Siding 1	LP Smartside Cedar Texture Lap 7.84 in. (6" Exposure) with Diamond Kote Color 'Clay'
C.2	Horizontal Siding 2	LP Smartside Cedar Texture Lap 7.84 in. (6" Exposure) with Diamond Kote Color 'Light Gray'
D	Trim	LP Smartside Cedar Texture Trim with Diamond Kote Color 'White'
E	Asphalt Shingles	GAF Timberline AH 'Appalachian Sky'

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PROJECT TITLE:
602 S. LINCOLN AVENUE DEVELOPMENT
CITY COUNCIL PUD PRESENTATION

COUNCIL P.U.D. REVIEW		
REVISIONS OR ADDED SHEETS		
No.	DATE	DESCRIPTION

SHEET TITLE

DETAIL VIEWS

DATE: MARCH 1, 2021

A2.3

SHEET #

January 19, 2021

Requests for improvements to Case No. 2020-LBDRB-01

Requests for improvements to Case No. 2020-LBDRB-01 (A request by CCH Development, LLC for site plan approval of a residential development in the R-4, Medium Density Multiple-Family Residential and R-7, University Residential Zoning Districts at 805, 807, and 809 West California Avenue; 602 and 604 South Lincoln Avenue; 804, 806, 808, 808 ½, and 810 West Oregon Avenue.).

Dear Mr. Garcia,

We kindly request that you discuss with the developers of the project proposed in Case No. 2020-LBDRB-01 the following improvements that we would like to see made to the design. As this case is likely to come back to City Council on 25 January, it would be desirable to have a response from the developers prior to this date.

Recognizing the proposed development is in a high-visibility and high-value location, we request the following improvements:

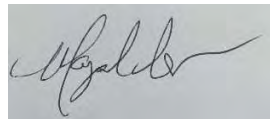
- Better quality materials and design, especially for exterior siding
 - Recognizing that the proposed development will be directly across from the highly-visited Alice Campbell Alumni Center, the exterior materials and design should be of high quality.
 - The building facing Lincoln Ave should be faced with brick and masonry to mirror and harmonize with the Alice Campbell Alumni center directly across the street. The other buildings (facing California and Oregon) should be faced with a mixture of wood siding and brick/masonry, which would have the additional advantage of breaking up the monotony of one huge complex covering 2/3rds of a square block in an otherwise mixed architecture neighborhood.
 - Brick, not stone, should be used because brick fits better with the architecture of the neighborhood and the Alumni Center.
 - Replace engineered wood siding with masonry or real wood siding.
 - No vertical siding—this style, which was popular in the 1970's, is inappropriate for this neighborhood.
- Net-zero energy design.
 - Net-zero will soon become the new standard for building in the US. Urbana residents strongly support sustainability. Moreover, net-zero will undoubtedly be a strong selling point to prospective tenants and give visitors to the Alumni Center something positive to say about the building across the street and reflect well on Urbana.
 - Design and install an effective functioning geothermal heat pump system(s) to reduce energy consumption.

Exhibit J - Letter from Council Members Sacks and Wu

- The best time to install geothermal is during construction, as it would be much more expensive to install it after construction.
 - Install solar to compensate for energy consumption.
 - Conduct an energy audit as part of the design to ensure net-zero product.
- Install functioning charging stations for electric vehicles in the parking area to encourage adoption of zero-emission vehicles.
- Develop and implement an effective tree preservation plan that is approved by the City Arborist.
 - Preserve as many of the existing trees as possible, especially the oldest and largest trees.
 - Specifically, preserve the ~80 year old Magnolia that the current plan has been targeted for destruction.
 - Include and implement a tree planting and replacement plan for canopy height trees.
 - Ensure that contractors will not encroach on the dripline during construction, because this damages roots and in turn kills the tree.
 - Do not plan to encircle existing trees in small islands of the parking lot because this will kill the trees.
- Install interlocking permeable pavers in place of porous concrete.
 - Recognizing that interlocking permeable pavers are current best practice for on-site water management and that porous concrete poses a safety risk because the pores will fill with debris over time and allow algae to form a slick surface, the project will substitute permeable pavers for porous concrete.
- Develop and get approval for a properly engineered stormwater collection system.
- Relocate the outdoor seating area from the front of the building facing Lincoln Ave to another location that will actually be comfortable for people to use. Do not repeat the mistakes of the recent development on Nevada and Lincoln.
- Design an exit/entrance to the parking area that considers and ensures pedestrian safety. Blind corners should be avoided or mitigated. Mirrors that allow drivers and pedestrians to see beyond corners should be included in the design. A stop sign before the sidewalk for exiting vehicles should be installed.

Sincerely,

Erik Sacks



Erik Sacks and Maryalice Wu

MEETING MINUTES

URBANA DESIGN REVIEW BOARD

DATE: January 14, 2021

DRAFT

TIME: 7:00 p.m.

PLACE: Zoom Webinar

MEMBERS PRESENT: Dustin Allred, Matt Cho, Scott Kunkel, Mary Pat McGuire, Adam Rusch, Travis Schiess

STAFF PRESENT: Kevin Garcia, Principal Planner; Kat Trotter, Planner I; Jason Liggett, UPTV Manager

OTHERS PRESENT: Bette Anderson, Jane Billman, Cherryl Brooks, Josh Daly, Paul Debevec, Christopher Hansen, Chris Hartman, Erik Sacks, Nathan Sonnenschein, Will Thompson, Jacob Unzicker, Dave Wesner

1. CALL TO ORDER, ROLL CALL, AND DECLARATION OF QUORUM

Scott Kunkel called the meeting to order at 7:04 p.m. Roll call was taken and a quorum was declared present.

2. CHANGES TO THE AGENDA

There were none.

3. APPROVAL OF MINUTES OF PREVIOUS MEETING

The minutes from the November 1, 2018 meeting of the Design Review Board were presented for approval. Mr. Rusch moved that the Design Review Board approve the minutes as presented. Mr. Schiess seconded the motion. Roll call was as follows:

Mr. Rusch	-	Yes	Ms. McGuire	-	Yes
Mr. Kunkel	-	Yes	Mr. Cho	-	Yes
Mr. Schiess	-	Yes			

The minutes were approved unanimously by roll call vote.

4. COMMUNICATIONS

There were none.

5. CONTINUED PUBLIC HEARINGS

There were none.

6. NEW PUBLIC HEARINGS

Case No. 2020-LBDRB-01 – A request by CCH Development, LLC for site plan approval of a residential development in the R-4, Medium Density Multiple-Family Residential and R-7, University Residential Zoning Districts at 805, 807, and 809 West California Avenue; 602 and 604 South Lincoln Avenue; 804, 806, 808, 808 ½, and 810 West Oregon Avenue.

Chair Kunkel announced that he had an indirect business interest with some participants on the applicant's side so he recused himself from participating in the case. As Vice Chair for the Design Review Board, Mr. Rusch assumed the role of Chair for the public hearing.

Kevin Garcia, Principal Planner, stated that prior to opening the public hearing, some items needed to be addressed to provide full transparency. He stated that Adam Rusch and Mary Pat McGuire had provided public input as citizens on the related Planned Unit Development (PUD) public hearing at the Plan Commission meeting. Also, Dustin Allred had to vote on the Planned Unit Development case as he is a member of the Plan Commission. Mr. Garcia said that they had all stated to him that their previous comments on the PUD case at the Plan Commission meeting would not affect their ability to objectively review the design criteria for the design review case, Case No. 2020-LBDRB-01. The applicant, Chris Hartman, was made aware of the situation and did not have a problem with their participation in the design review case.

Mr. Allred re-joined the meeting. He stated that he had technical difficulties. He confirmed that he would be able to review and vote on the proposed design review case objectively.

Mr. Hartman confirmed that he was okay with Mr. Rusch, Ms. McGuire and Mr. Allred participation as members of the Design Review Board.

Vice Chair Rusch opened the public hearing for Case No. 2020-LBDRB-01.

Mr. Garcia presented the staff report to the Design Review Board. He noted the intent of the proposed development and the location of the proposed site. He briefly mentioned that the Committee of the Whole decided to defer voting on the related two PUD cases until after the Design Review Board reviewed and voted on the proposed design review case. He stated the background on the adopted design guidelines for the Lincoln-Busey Corridor and talked about the proposed development.

Ms. McGuire expressed concern that since Mr. Garcia was having technical difficulties in sharing his screen with those in attendance of the meeting. She wanted to make sure that the public had access to the staff report and all of its exhibits that Mr. Garcia referred to during his presentation. She also wanted to confirm that the online packet was consistent with the staff report that Mr. Garcia was presenting. Jason Liggett, UPTV Manager, stated that he would be able to share his screen so that everyone would be able to see the exhibits.

Mr. Garcia continued with the staff presentation. He reviewed how the design of the proposed development relates to the intent of the Lincoln-Busey Corridor and to the criteria according to Section XI-15.I of the Urbana Zoning Ordinance. He reviewed the following criteria:

- **Façade Zone** – The design meets all of the *Encouraged* criteria.
- **Massing and Scale** – The design meets the “height-to-width ratio” and the scale of other structures on the block face as well as being compatible with other buildings on the block with regards to height and roof lines. The proposed development exhibits none of the *Discouraged* elements.
- **Building Orientation** – The buildings are all oriented toward the street. While they have clearly-defined entrances, they are not necessarily the primary entrances. Some of them enter directly into single apartments, while others act as entrances to hallways to multiple apartments.
- **Patterns & Rhythms** – The patterns and rhythms of the proposed development are generally compatible with the other buildings in the surrounding blocks. While it would be difficult to match the rhythm of the older homes or Greek houses on California Avenue and Oregon Street, the architects propose breaking up the mass of the proposed buildings with varied materials, colors and building heights to better match the pattern.
- **Roof Lines** – The proposed buildings have pitched roofs that will fit in with the surrounding blocks, which have a wide variety of roof types. The roof line is varied, and helps break up the mass of the buildings.
- **Window & Door Openings** – The window and door openings for this project would be in a consistent rhythm and in good proportion to solid walls. They do not exhibit any of the *Discouraged* characteristics.
- **Outdoor Living Space** – Exhibit C, Landscape Plan, shows outdoor living spaces along Lincoln Avenue and on the south side of the proposed development. Both areas include pavers, benches, trees and bushes. The proposed design does not include any porches or balconies for individual units.
- **Materials** – The main materials proposed for the development project would meet the *Encouraged* list of criteria as they would be wood and stone cladding.
- **Landscaping** – The proposed development was designed to preserve as many existing mature trees as possible on the site.
- **Parking Areas** – Parking would be provided on the interior of the development so it would not be seen from the right-of-way. There would be some covered parking and some screening for the neighboring properties to the east.
- **Sustainability** – This section should be considered as direction for best practices for projects, but not as necessary as the above criteria. The proposed projects would have permeable pavement in the parking areas, preservation of the existing mature trees and would have a bike parking space for every unit. The proposed design also includes several elements that meet LEED standards.

Mr. Garcia stated the options of the Design Review Board and presented staff’s recommendation for approval with the following condition: *Construction of the proposed building and parking area shall be in general conformance with the submitted site plan, elevations, and architectural renderings in Exhibit C. Any significant deviation from these plans and renderings shall require consideration by the Design Review Board.*

Vice Chair Rusch asked if any members of the Board had questions for staff.

Ms. McGuire asked if there was any documentation from the meeting between the applicant and the City Arborist. She asked if the applicant would speak about that meeting when it comes time for them to give input. Mr. Garcia stated that the meeting was an in-person meeting, and the architects of the proposed development would be able to provide details of the meeting. Although it is germane to what the Design Review Board should be considering; however, in the related PUD cases, one of the conditions being considered that a tree preservation plan be created in consultation with the City Arborist and presented to the City Council.

Ms. McGuire also asked about scale compatibility and if there had been an actual analysis presented by the applicant or performed by City staff. Mr. Garcia replied that the only technical analysis he did was height-to-width ratios. He explained how he performed the analysis and stated that the proposal was either within the range of height-to-width scale on each block or very close to it. He did not have the analysis available; however, he could get the information if needed. He stated that the photo inventory in Exhibit D allowed him to look at each property and determine if the proposed development would be compatible. The Design Review Board members were the professionals that could look at this and determine whether what his determinations were accurate.

With there being no further questions for City staff at this time, Vice Chair Rusch opened the hearing for public input. He invited the applicant and/or his representatives to address the Design Review Board.

Josh Daly, of Mode 3 Architecture, Inc., raised his hand to speak. He explained the care they took to design the proposed development to be compatible with the Lincoln-Busey Corridor. They hoped to attract not only students and grad students, but also the young professionals by providing single and studio apartments. He emphasized the uniqueness of the project and the goal to preserve the mature trees on site. He noted the features of existing buildings along Lincoln Avenue that they aimed to avoid. They tried to make the design look residential in character by having varying stories from three to two to one.

Jacob Unzicker, of Mode 3 Architecture, Inc., raised his hand to speak. He talked about their meeting with Kevin Sanderson, City Landscape Supervisor. They had a survey of all the trees identified that they want to preserve. They viewed whether each tree was healthy; and if it would make sense to preserve the tree based on the proposed development. Mr. Sanderson determined that each tree could be preserved and that Mr. Sanderson would provide information of how to preserve the trees that they could also include in the construction documents when they get to that phase of the project. This information would instruct the contractor on how to go about constructing the buildings.

Mr. Unzicker talked about the proposed sustainability features of the development such as permeable pavement, open space, bicycle parking, covered parking with charging stations for fuel efficient vehicles, preserving mature trees, providing infrastructure for solar equipment should the owner wish to install solar panels in the future, etc. He explained and showed photos of the materials they plan to use on the proposed buildings, which include engineered wood siding, stones, asphalt shingles, and wood fencing,

Ms. McGuire asked what criteria the applicants used to select the trees that were chosen to be preserved. Mr. Daly stated that they started with what development regulations were required, which one requirement is to have the buildings front on the street. This allowed them to choose the trees along California and Oregon Avenues. Then, they moved to the interior of the development and decided to put the bicycle parking and pedestrian traffic in the middle so it would be less invasive on the existing tree root system. The proposed expanded sidewalk will create difficulty in preserving the existing trees along Lincoln Avenue, so there will be three or four trees removed.

Vice Chair Rusch invited members of the public in favor of the proposed development to speak.

Jane Billman raised her hand to speak in favor of the proposed development. She asked why the developer had chosen the color scheme in the original plans. She was happy that they changed from white and gray to beige because it warms up the color of the building and matches the neighborhood more. She also wondered why they chose vertical siding.

Paul Debevec raised his hand to speak about sustainability. He requested that the considerations of the Design Review Board be broadened. He mentioned an article in the News-Gazette in March of 2020 about the new Comprehensive Plan. In the article, Mayor Marlin is cited for saying that the new Comprehensive Plan needs to take climate change into account and noted, "People's opinions about housing density and neighborhood density has changed especially when you talk to younger people." He interpreted this to mean that Mayor Marlin believed that higher density automatically guarantees lower energy consumption. This is certainly not the case. He mentioned that he teaches Energy and Sustainability. He stated that the density would not be changing much with the proposed new development. So, it is really a matter of being different structures than what exists.

Mr. Debevec stated that the information he has on the proposed development does not indicate what types of energy to be used. Supposing that it is a largely electrical usage site, he felt that the amount of roof area would provide a significant amount of space for solar panels. The amount of space needed for a net zero energy would be a few thousand square feet. So, why not use solar panels if you want to engage the goals of climate mitigation?

Mr. Debevec mentioned that there may also be a possibility of installing ground source geothermal equipment. The best time to install this type of equipment is when the existing buildings are demolished. So, the proposed development could be net zero or better if the developers wanted it. He wondered if Energy Star certification would be followed for the proposed development. A large part of energy consumption is the energy used by appliances such as refrigerators and dish washers, etc. There will be 70 of each in the proposed development. He questioned if all 49 parking spaces should be equipped with charging stations for electrical vehicles. He stated that all of this could be done with an energy audit.

Christopher Hansen raised his hand to speak in favor of the proposed development. He began by stating that City staff had done a great job in presenting the details on the case. He talked about the tradeoffs of different energy sources and the sustainability efforts in the City of Urbana.

Mr. Hansen said that he was happy with the decision to widen the sidewalk and relocate it further east. He felt that the design aesthetics of the proposed buildings are somewhat stale and not compatible with the houses in the neighborhood. He suggested that they look at the paved surfaces and see if there isn't something that could be done to make the development richer and more interesting, such as brick sidewalks. He appreciated that the mature trees would be preserved; however, the developers need to be aware of soil compaction and root damage during construction.

Vice Chair Rusch invited members of the public in opposition of the proposed development to speak.

Nathan Sonnenschein raised his hand to speak in opposition of the proposed development. He stated that the Lincoln-Busey Corridor Design Guidelines recommends clearly defined primary entrances. While some of the entrances for the proposed development face the street, they do not qualify as "centralized focal points". He hoped that they would continue to use the globe-style light posts along the subject property's north and south boundary lines along California and Oregon Avenues, because the fixtures are an integral part of the visual rhythm maintained along both streets through the West Urbana neighborhood. Because Urbana's existing built environment includes far more brick than stone, he felt brick materials would tie the proposed development to the existing neighborhood. He also wondered how the developer justified replacing perfectly functioning historical properties with new construction. He asked if the developer had considered moving any of the existing buildings to other sites or incorporating their materials into the proposed new development.

With their being no further input from the public, Vice Chair Rusch closed the public input portion of the hearing. He opened it up for additional questions for staff from the members.

Vice Chair Rusch asked if swapping stone for brick fall under general conformance of the site plan. Mr. Garcia replied that since the materials are one of the design criteria of the Lincoln Busey Corridor, it is important enough to settle with their decision for this case at this public hearing. If a material needed to be changed, then it should come back to the Design Review Board for approval. One way around this would be if the Board thought the stone or the brick would be acceptable, then the motion could include a condition that the developer could use either.

Mr. Garcia stated that if the applicant or anyone listening was interested in learning more about geothermal or solar energy, they could contact Scott Tess, City of Urbana Environmental Sustainability Manager, at srtess@urbanaininois.us or <https://www.growsolar.org/geothermal-urbana-champaign/>.

Mr. Garcia stated that the light fixtures that were used for the 809 West Nevada Street project (which Mr. Hansen had expressed disdain for) were removed from the plans for the proposed development.

Vice Chair Rusch asked if the proposed case were approved as submitted, would the developer be able to add solar panels and/or geothermal energy sources to the project/development without having to be reviewed by the Board. Mr. Garcia said that the developer could add geothermal

energy sources without seeking further approval because it is all underground; however, solar panels may require additional approval. He would need to look at the criteria. Again, the Board could include a condition approving solar panels that even states where solar panels would be acceptable.

Mr. Schiess talked about alternate materials. He stated that round, river stone is not as common in this area as limestone or brick is more popular. He noted that due to COVID-19, there have been supply chain issues, so it can be difficult to get materials. He felt it was important for the Design Review Board to acknowledge this and consider a motion that allows some leeway for the developer to use similar materials.

Vice Chair Rusch announced that Mr. Schiess was the newest member of the Design Review Board. He noted that Mr. Schiess is an architect, and he appreciated Mr. Schiess' input.

Ms. McGuire asked Mr. Garcia to review the range of the Committee of the Whole's discussion about energy conservation within the project. Why did the Council members wait to see what the Design Review Board decides before considering the related PUD cases? Mr. Garcia could not recall all of the specifics but remembered that the Council members were waiting to see how the Design Review Board determined whether the Sustainability criteria were met with regards to the proposed development or if the developer should provide more energy efficiency in the project. The Design Review Board should consider all of the criteria for the Lincoln-Busey Corridor during their decision. Ms. McGuire added that while the Lincoln Busey Design Guidelines itemize spacial, physical and material criteria, Sustainability is an increasingly important criteria in many urban developments. The design guidelines were written in 2009, and it is amazing what has happened with regards to sustainability in the last decade. One of the criteria of a PUD is looking at innovative technology used in the design. The Design Review Board could make recommendations on what would improve the project, and it would also set a precedent for the corridor as we move forward and have projects in the future.

Mr. Schiess asked if any of the existing structures were on a local or national historical list. Mr. Garcia confirmed that none of the existing buildings were historic properties or part of any list.

Vice Chair Rusch asked if the applicant or his representatives wanted to respond to input by the public or by the Board members.

Mr. Unzicker raised his hand to speak. He addressed the questions that were asked and concerns that were expressed by the public and the Board members. He stated that the color of the siding was chosen based on what looked nice and followed some of the same color strategies that were in the neighborhood. After getting some samples and realizing that gray was cooler, they changed the color to one on the warmer end of the palette. He said that the choice for vertical siding was to add interest to the facades and avoid monotony. He noted that brick did not lend itself to the aesthetic that the applicant was leaning towards, and that there is stone on other buildings in the neighborhood.

Vice Chair Rusch asked for confirmation that electrical infrastructure would be installed in the attics for when/if the owner or future owner decided to install solar panels on the roof and that charging stations for electric vehicles were being considered for some of the parking spaces. Mr.

Unzicker said yes, there will be power connections available on the roof and in the parking lots on the ground level. He pointed out that they were still in the preliminary stages of planning for electrical and plumbing services; however, they want to provide the infrastructure for when those services would be installed.

Mr. Schiess asked if the parking counts are maxed out per requirements. Mr. Unzicker replied that they considered sustainable modes of transportation, such as walking and bicycling. Having done some projects before in the West Urbana neighborhood, they know that the residents are concerned with the parking issues. So, they would be providing the minimum number of parking spaces on site as required. Vehicle parking is supplemented with one bicycle parking space per bedroom with 40-50% of the spaces covered to encourage an alternate mode of transportation. They plan to have permeable pavement for the vehicular and bicycle parking spaces to minimize the impact from storm runoff.

Ms. McGuire asked about the permeable pavement for the parking. What type of material do they plan to use? Mr. Unzicker stated that they have not made a final selection for the material. It would be a porous concrete with underground drainage.

Ms. McGuire asked about a stormwater detention relative to the permeable pavement and design performance. Mr. Daly replied that a civil engineer would be designing the capacities. The capacity has not been calculated or had a final design yet. They will need to balance the capacity with the amount of pervious pavement they include in the project. He explained how the underground system would work.

There were no further questions for City staff or for the applicants, so Vice Chair Rusch opened the hearing for discussion by the Design Review Board members.

Motion

Mr. Schiess moved that the Design Review Board approve Case No. 2020-LBDRB-01 with the following condition: *Construction of the proposed building and parking area shall be in general conformance with the attached site plan, elevations, and architectural renderings in Exhibit C. Any significant deviation from these plans and renderings shall require consideration by the Design Review Board.* Mr. Allred seconded the motion. Discussion ensued.

Discussion on the Motion

Ms. McGuire stated that she believed the architects' intent was to meet the criteria in the Lincoln-Busey Corridor Design Guidelines; however, there was still work to be done. She did not feel that it was ready to be approved in its current condition considering the issues that had been raised.

Ms. McGuire stated that the Lincoln-Busey Corridor Design Guidelines, in terms of architecture, were difficult to apply to the project of this size, and they were not written for PUDs that have multiple buildings. There are no existing building developments that take up 2/3 of the block. One thing that makes the West Urbana neighborhood so rich is the architectural variation from building to building. So, the Board is trying to apply some criteria to a project and yet some of the considerations that come up about what does a development like this mean in the context of considerations like the Comprehensive Plan, changes like the comments that were cited by

Mayor Marlin, design standards that have changed quite a lot. She asked what the actual analysis was that the Board could use to understand how Lincoln-Busey Corridor Design Guidelines were a great way to evaluate projects like this. The solids and voids/patterns and rhythms was a perfect example.

Ms. McGuire talked about components of the development at Lincoln and Nevada that should be avoided in other sites in the corridor. She stated that no one uses the outdoor open area in the front along Lincoln Avenue. She said that engineered wood siding, although being a sustainable material, would not be the level of quality material that the residents desire in the corridor for frontages in particular. She stated that stone would be a rough, course aesthetic for a building that could use a finer detailing. So, she encouraged the developer to use a masonry material and/or a wood product.

Ms. McGuire talked about the importance of tree preservation on the site. She said that site analysis could be done to inventory the health and location of the trees. There was a way to design a building around existing trees. She felt the scale of the proposed buildings would create difficulties in preserving the existing trees. Having gaps between buildings allow for a tree's root growth. She stated that she did not believe that a deep analysis of the existing trees had been done to really prioritize tree preservation. She talked about specific trees that should be preserved on the site and encouraged the applicant to come up with a tree preservation plan.

Ms. McGuire talked about pavement and impervious surface areas. She stated that the proposed project would increase the impervious footprint of the site by 24%. This is mind boggling to her for a project in 2020 when we know that sustainability and building sustainability are critical design criteria. All of the proposed pavement on the site could be made permeable. She stated that the stormwater collection/detention requires a significant amount of analysis and should be taken into account with design.

Mr. Schiess agreed that tree preservation should be a priority and commended the applicants for trying to preserve as many trees possible. The two trees in the parking lot island may be in danger of dying because of the pavement directly around them. He requested that the applicants have a tree replacement plan for any trees that do not survive during or after construction.

Mr. Schiess stated that he felt the proposed entrances and outdoor living space along Lincoln Avenue and the outdoor living space were the weaker points of the design. Given all of the guidelines and the footprint of the proposed development, the architects have made an effort for the proposed development to meet the design criteria. Looking at the elevations of the proposed buildings in comparison to other buildings on the block, he noticed they were similar. So, overall, he felt that the design of the proposed development met the City's requirements and design standards.

Mr. Schiess addressed an earlier comment with regards to the density not really changing on the site. He noted that the Illinois Energy Code that developers are required to do for buildings is robust. In terms of energy efficiency, the new construction would be more efficient than the existing buildings. He encouraged the applicants to look for more sustainable features, with an emphasis on permeable pavement. More permeable pavement would help to reduce the 24% increase of impervious area by the proposed development over the existing conditions.

Ms. McGuire stated that design of any permeable and open space over a parking area is usually proportionate to the amount of storm water value that one is designing for. If one is promoting root growth, then they would need to design an open paver system to allow for the exchange of air and for a healthy soil underneath the paver system. It is really about design intent. You need to consider both qualitative and quantitative factors for tree preservation, root systems and permeable surfaces. She talked about tree replacement based on caliber or size and that trees should be prioritized over bushes, shrubs and small plantings. She proposed more canopy tree plantings along Lincoln Avenue, along the gap in the southeast corner along Oregon, and in the northwest corner of the site.

Mr. Schiess suggested adding a condition that requires the applicants to provide a Tree Replacement Plan for any trees that die or are removed during or after construction. Vice Chair Rusch proposed a condition that the applicant shall work with the City Arborist to construct the parking lot in a way that allows for healthy tree growth and to make a plan for replacing any trees lost because of the construction process. The plan must be signed off by the City Arborist. Ms. McGuire stated that the proposed condition did not encompass all of her concerns, and it would be more beneficial to have the applicants address the recommendations with revised site plans and design revisions regarding energy, storm water, trees, pavement and building materials.

Vice Chair Rusch explained that the applicant needs to receive approval of their preliminary designs in order to facilitate the actual sale of the properties involved. The sale of the properties are probably conditional upon the entire PUD being approved. Asking the applicant to come back to the Design Review Board with revised plans would hold up the process of the applicant making a decision of whether it would be economically viable to move forward with purchasing the properties. Mr. Garcia clarified that the Plan Commission recommended approval of the PUD cases to the City Council. City Council has not approved or denied the PUD application, which is essentially irrelevant to what was before the Design Review Board at this meeting. The Design Review Board needs to consider whether the proposal conforms to the intent of the Design Guidelines as well as the overall compatibility of the proposal to the character of the neighborhood. To do this, the Board needs to consider the criteria in the Design Guidelines as a whole.

Mr. Allred asked if a tree preservation plan was part of a condition in the PUD case. Mr. Garcia replied that the Plan Commission had recommended to City Council that the applicants work with the City Arborist to create a Tree Preservation Plan. Details of the plan would become available when the Tree Preservation Plan is submitted.

Vice Chair Rusch asked if any part of the motion prevent the applicant from increasing the permeable pavement as the Design Review Board had discussed. Mr. Garcia said no. It would not preclude them from increasing permeable pavement or from adding different types of trees along Lincoln Avenue. Vice Chair Rusch explained that if the Design Review Board does not add specific conditions, then the applicant may not be allowed to do things such as installing solar panels on the roof. He would like to see a condition added to the motion that allows the applicant to install solar panels. They may choose not to install them at the present time; however, in the future, there may be more programs available to benefit the applicant and in turn, benefit the City.

Ms. McGuire felt the question was how to have the applicants bring the project more into conformance with the design criteria. The Design Review Board bylaws state that the members must consider the design guidelines when reviewing a case as well as take into account the public input. There have been many suggestions by the public that would benefit the project on many levels. She was not convinced that making a recommendation with some conditions would meet the charge of the Design Review Board. She felt that the Board should make recommendations to the applicant to take away from this meeting and look at some options for providing for those recommendations before reconvening with the Design Review Board at a future meeting.

Vice Chair Rusch stated that he did not feel comfortable asking the applicants to take on the burden of hiring a civil engineer to create a stormwater retention system before they know they have an approved project. It would be an undue burden on the applicant when they are coming before the Design Review Board saying they want to invest in the community. The architects mentioned that they would provide this plan so they are bound to provide a stormwater retention system for the subject site. Ms. McGuire responded that in order to approve a project, it is not about intention to do something. It is about understanding what the intention is specifically. They are a Design Review Board charged with reviewing the design. It is not that onerous to create a preliminary engineering calculation on such a project and present it to the Design Review Board. She would feel uncomfortable knowing the project was approved at this stage without having more technical detailed information about the design.

Mr. Cho stated that the applicant has shown a strong effort to adhere to the design guidelines. City staff had presented their report based on their analysis that the project would conform. Public input brought up many points, and the Design Review Board had discussed them. Keeping the scope of the Design Review Board in mind, he believed that the Board should include in the motion what the members want such as an opportunity to increase permeable pavement, an opportunity for the applicant to use a different brick or stone material, an opportunity to reconsider using engineered siding, etc. When the Design Review Board's recommendation goes before City Council, the Council can discuss these things in a larger scope and decide whether the applicant took the Design Review Board's recommendation into consideration and make changes to their proposed project.

Mr. Schiess agreed with Mr. Cho. He felt that the applicants had done a good job listening to City staff's recommendations going through the design guidelines. There are some things that the Design Review Board should add conditions to the motion to future proof; however, the applicants had done their due diligence.

Mr. Schiess noted that at this stage in the process, the applicants had submitted a schematic design for the proposed project. The amount of analysis provided for the engineering of the permeable pavement is appropriate for this stage.

Ms. McGuire disagreed. She said that there was so much design that had not been done for the proposed project. The landscape and the parking area are highly under-developed to be reviewed for approval as a part of the design criteria. It concerned her that the other board members were

not willing to ask the architects to do a bit more work on the aspects that the Board had discussed. She felt this would be the responsible thing to do.

Amendment #1

Mr. Schiess moved to amend the motion to add Condition #2 that the stone masonry material may be substituted with another masonry material that is on the materials list in the approved Design Guidelines. Mr. Allred seconded the motion to amend. Roll call on the motion to amend was as follows:

Mr. Cho	-	Yes	Mr. Kunkel	-	Abstain
Ms. McGuire	-	Yes	Mr. Rusch	-	Yes
Mr. Schiess	-	Yes	Mr. Allred	-	Yes

The motion for Amendment #1 was passed by a vote of 5-0.

Amendment #2

Mr. Schiess moved to amend the motion to add Condition #3 that either natural wood lap siding or wood sewn siding as listed in the materials list in the approved Design Guidelines be accepted as alternate materials to the proposed engineered wood siding. Mr. Allred seconded the motion to amend. Roll call on the motion to amend was as follows:

Ms. McGuire	-	Yes	Mr. Rusch	-	Yes
Mr. Schiess	-	Yes	Mr. Allred	-	Yes
Mr. Cho	-	Yes	Mr. Kunkel	-	Abstain

The motion for Amendment #2 was passed by a vote of 5-0.

Amendment #3

Vice Chair Rusch proposed adding a condition to allow for the reduction of the footprint for the parking lot in any areas where it could help preserve trees. If they allow for this it means that if the applicants were to receive a waiver to reduce the number of required parking spaces, the applicant could then save additional trees that were not currently part of their plan to preserve. Mr. Schiess stated that he was in support of this recommendation; however, the Design Review Board was not able to make this decision. He felt that the design would be positively impacted should the responsible board for making this decision allow the applicant to reduce the number of parking spaces to better accommodate some of the existing trees on the subject site. Mr. Garcia agreed that it would give the applicant the option to save the Magnolia tree as well as make options open to save other trees on the site.

Mr. Schiess moved to amend the motion to add Condition #4 to allow the footprint of the parking lot to be reduced in any areas where it could help preserve trees. Mr. Allred seconded the motion. Roll call on the motion to amend was as follows:

Mr. Allred	-	Yes	Mr. Cho	-	Yes
Mr. Kunkel	-	Abstain	Ms. McGuire	-	Yes
Mr. Rusch	-	Yes	Mr. Schiess	-	Yes

The motion for Amendment #3 was passed by a vote of 5-0.

Amendment #4

Ms. McGuire talked about permeable pavement. She stated that the issue was not just about the amount of paving, but rather about the type of pavement material used. She recommended that an interlocking permeable pavement system or similar be used for the surface of the parking lot to the benefit of stormwater management and to the benefit of tree preservation, and that the applicant coordinate with the City Arborist and City Engineer to attempt to maximize both aspects of the site. She stated that an interlocking permeable pavement system would be designed for the site.

Mr. Schiess asked if there was a precedent for use of an interlocking permeable pavement system in the City of Urbana. Mr. Garcia stated that he was knowledgeable about this type of system. He added that the University of Illinois used this technology and had great results with it.

Mr. Cho asked if a motion on this would be to “future proof” the site. Mr. Rusch pointed out that if an amendment requiring an interlocking permeable pavement system and the main motion passed, then the applicant would be required to provide this type or a similar type of system as opposed to giving them the option. Ms. McGuire added that this was a very standard site civil engineering material and system. It also has a very good track record on performance and a return on the investment of installation by exceeding the care and maintenance of other materials.

Ms. McGuire moved to amend the motion to add Condition #5 to require the applicant to expand the permeable pavement area to the extent of non-covered parking area and to use an interlocking permeable paver system for the benefit of stormwater management and for the benefit of tree roots.

Mr. Schiess stated that he initially felt this would be too restrictive for the applicant; however, if it does not make sense for cost reasons, the applicant could come back to the Design Review Board.

Vice Chair Rusch asked the applicants to weigh in their thoughts on the proposed condition. Mr. Daly stated that he researched the interlocking permeable paver system and agreed that the pavers are better than using concrete; however, they were not in favor of this condition because they need to consider other factors.

Ms. McGuire stated that this was a situation where the Design Review Board was reviewing the design of a project including the materials used for a permeable pavement. The applicant does not have the knowledge on how to use them, the criteria calls for permeable pavement, and the public asked for permeable pavement for the parking and the sidewalks, so she encouraged the Board and the applicant to have more openness to consider the interlocking permeable pavers.

Vice Chair Rusch noted that while interlocking permeable pavers may be standard material, it is not specifically required in the Lincoln-Busey Design Guidelines. The Board does not have precedent for large projects in other parts of the City of Urbana having used this product. So, to put the burden on the applicant to require them to use this product for the entire parking lot area of the proposed project was beyond the scope of the Design Review Board. The Board is charged with determining whether the applicant was generally following the Design Guidelines, and in his view, the applicant has gone very far into a preliminary design of how they will make sure that the proposed project fits into the character of the neighborhood. He did not feel that this one issue should hold up the entire process. He asked for a second on the motion for Amendment #4. There was none, so the motion died to a lack of a second.

Ms. McGuire explained that it was not her intent to hold up the process. She felt it was unfortunate that there was not an interim stage to discuss projects with applicants before making final decisions. She stated that the Design Guidelines ask for permeable materials be used for the parking areas, and the applicant has proposed minimal use of such materials in the proposed project. She moved to amend the motion to add Condition #5 that the areas of permeable pavement shall be pavers. Mr. Cho added that he would feel comfortable adding that the applicant has the ability to increase the permeability of the paved areas. Mr. Garcia agreed it was a good idea to allow the applicants to increase the amount of permeable pavement if they should want to do so.

Vice Chair Rusch reiterated the motion for Amendment #4 to say, "Permeable pavers shall be used in any area that is indicated as permeable pavement. Permeable pavers may be extended to any other areas of the parking lot." Ms. McGuire was in agreement with the motion for Amendment #4. She clarified that the amendment was to fulfill the stormwater management goals of the proposed project and to support the tree preservation for the City Arborist. Mr. Cho seconded the motion to amend. Roll call on the motion to amend was as follows:

Ms. McGuire	-	Yes	Mr. Rusch	-	Yes
Mr. Schiess	-	Yes	Mr. Allred	-	Yes
Mr. Cho	-	Yes	Mr. Kunkel	-	Abstain

The motion for Amendment #4 passed by a vote of 5-0.

Amendment #5

Vice Chair Rusch talked about allowing solar panels to be installed on the roof in areas as appropriate. Discussion by the Board ensued.

Mr. Allred asked if solar panels would be allowed by right at the proposed site. Mr. Garcia believed that solar panels are allowed on the roof of any residential structure; however, he would need to look it up in the Zoning Ordinance to be sure. Since the proposed project was in a design review district, he felt it was safe to add a condition to allow solar panels on the roof.

Mr. Schiess moved to amend the motion to add Condition #6 to allow solar panels to be installed on the roof top of the building. Mr. Allred seconded the motion. Roll call on the motion to amend was as follows:

Mr. Rusch	-	Yes	Mr. Schiess	-	Yes
Mr. Allred	-	Yes	Mr. Cho	-	Yes
Mr. Kunkel	-	Abstain	Ms. McGuire	-	Yes

The motion for Amendment #5 passed by a vote of 5-0.

Ms. McGuire talked about site safety for the project. She emphasized the importance of safety features at the entry/exit along California Avenue. She mentioned that there have been some close calls with another development at the corner of Lincoln and Nevada Avenue between pedestrians and vehicular drivers. Mr. Garcia stated that the City's Public Works Department would be better equipped to provide input, so he would consult with the City engineers before the Planned Unit Development case goes back to the Urbana City Council.

Amendment #6

Ms. McGuire talked about the loss of some trees on the site. She would like for the applicants to share what trees would be removed and why and suggested that they have a plan in place for tree replacement with mature trees. She noted that White Oak, Hornbeam, Beech and Ginkgo trees would excellent species for the proposed site to compliment the canopy in the neighborhood.

Mr. Schiess asked if this concern should have been addressed by the Plan Commission when they reviewed the Planned Unit Development. Mr. Garcia replied that while it would fall within the scope of reviewing the PUD case, the Design Review Board could also add a condition that the applicant consult with the City Arborist when producing the Landscape Plan.

Ms. McGuire stated that there was an opportunity to work with the applicant on the Landscape Plan development and to look at what a standard tree replacement equation would be. It is within the purview of the Design Review Board to review tree preservation and replacement.

Ms. McGuire moved to amend the motion to add Condition #7 that canopy trees shall be added to the Landscape Plan of a diversity of tree species as appropriate in coordination with the City Arborist and look at the replacement value for trees being removed from the site. Mr. Allred seconded the motion. Roll call on the motion was as follows:

Mr. Allred	-	Yes	Mr. Cho	-	Yes
Mr. Kunkel	-	Abstain	Ms. McGuire	-	Yes
Mr. Rusch	-	Yes	Mr. Schiess	-	Yes

The motion for Amendment #6 passed by a vote of 5-0.

Vice Chair Rusch asked Ms. Trotter to read back the main motion with all of the conditions. Ms. Trotter stated that the motion including all of the amendments were as follows:

The Design Review Board approve Case No. 2020-LBDRB-01 with the following conditions:

1. *Construction of the proposed building and parking area shall be in general conformance with the attached site plan, elevations, and architectural renderings in Exhibit C. Any significant deviation from these plans and renderings shall require consideration by the Design Review Board;*
2. *The stone masonry material may be substituted with another masonry material that is on the materials list in the approved Design Guidelines;*
3. *Either natural wood lap siding or wood sewn siding as listed in the materials list in the approved Design Guidelines be accepted as alternate materials to the proposed engineered wood siding;*
4. *Allow the footprint of the parking lot to be reduced in any areas where it could help preserve trees taking into consideration a reduction in the number of parking spaces;*
5. *Permeable pavers shall be used in any area that is indicated as permeable pavement. Permeable pavers may be extended to any other areas of the parking lot;*
6. *Allow solar panels to be installed on the roof top of the buildings;*
7. *Canopy trees shall be added to the Landscape Plan of a diversity of tree species as appropriate and look at the replacement value for trees being removed from the site in coordination with the City Arborist.*

Roll call on the main motion with all amendments was as follows:

Mr. Schiess	-	Yes	Mr. Rusch	-	Yes
Ms. McGuire	-	Yes	Mr. Kunkel	-	Yes
Mr. Cho	-	Yes	Mr. Allred	-	Yes

The motion passed by a vote of 5-0.

NOTE: Mr. Kunkel resumed Chair of the meeting.

7. OLD BUSINESS

There was none.

8. NEW BUSINESS

Review of Annual Bylaws

Chair Kunkel opened this item on the agenda. He summarized the proposed changes to the bylaws, which were as follows: 1) remove any gender identification and 2) allow an option for remote attendance once COVID-19 restrictions are lifted. He asked if any of the Board members had questions for City staff.

Ms. McGuire asked if a member would be allowed to participate remotely if they were on vacation or out of town. Mr. Rusch explained that if a person is on vacation then they should be on vacation and not worry about normal day life. If a person is on vacation every day, then they should reconsider whether they should serve on the Board. Mr. Garcia added that the changes were written to reflect the Illinois State Statute on Remote Attendance.

Mr. Rusch moved that the Design Review Board approve the bylaws as presented. Mr. Allred seconded the motion. Roll call on the motion was as follows:

Mr. Allred	-	Yes	Mr. Cho	-	Yes
Mr. Kunkel	-	Yes	Ms. McGuire	-	Yes
Mr. Rusch	-	Yes	Mr. Schiess	-	Yes

The motion passed by unanimous vote.

9. AUDIENCE PARTICIPATION

There were none.

10. STAFF REPORT

Mr. Garcia reported on the following:

- Welcomed Dustin Allred and Travis Schiess as the newest members of the Design Review Board.

11. STUDY SESSION

There were none.

12. ADJOURNMENT

The meeting was adjourned at 11:12 p.m.

Respectfully submitted,

Kevin Garcia, Principal Planner



Public Works Department

706 Glover Avenue

Urbana, Illinois 61802

PHONE (217) 384-2342

FAX (217) 384-2400

Dear Jacob,

Thank you for involving us with the design stage of your project and taking thoughtful consideration of all the trees located on the project site located at 602 S. Lincoln. I am very encouraged by with the thoughts and cooperation you have put into this design around all the existing trees.

Unfortunately, five trees will be lost with the design of the structures. I have inspected the trees a couple times now to evaluate their conditions, locations and species. Of the 5 trees, the 48" Magnolia to the SW is the most distinguished tree of them all. From the current plans, this tree is listed as a removal for room for the structure to be built. This would be a great loss, but would be a great challenge to work into the plans. The tree has a cavity in the center of the main lead, which is hard to determine the depth or total rot. If the case, the removal would be best considering the height of the canopy that relies on the crotch in which the cavity exists. If at all possible or allowed, could it be possible to move building structure to the west towards Lincoln Ave. in order to preserve this tree as we discussed? With some canopy reduction of course. If that is the case then will lose the Hornbeams to removal along Lincoln Ave. As a compromise, it appears that one or the other will need to be addressed and I would say the Magnolia is most likely to fail and you have shown it's removal in your recent plan. I would like to note also that the 36" Norway Spruce at the NW corner appears to be saved unless the structure is moved to the West, which would be a bigger loss than the Magnolia since it is more visible to the public from where it exists. Also as an option or thought if the Magnolia is removed, I've mention the possibility of having the wood milled and utilized into the project or distributed to the community somehow. I have passed along Illinois School of Architecture Fabrication Coordinator, Lowell Miller from the U of I for wood utilization input.

On your working plans, you propose least seven new shade tree plantings thru out the project with two included in ROW. I have indicated on the plan via sticky note pasting, the suggested possible species for these locations. We also have discussed the tree protection recommendations for all remaining existing trees the contractors shall follow during construction in order to preserve the remaining trees you wish to save.

Thank You,

A handwritten signature in black ink, appearing to read "Kevin Sanderson".

Kevin Sanderson

Urbana City Arborist

Exhibit M - City of Urbana Arboricultural Specifications Manual (Excerpt)

TREE PROTECTION

Because of limited available space, urban trees frequently encounter other elements of the infrastructure such as curbs and sidewalks. Tree roots can sometimes cause damage to existing hardscape. On other occasions, construction of new curbs or sidewalks, or repair to existing curbs or sidewalks, can damage trees. It is important to the City that solutions be developed to minimize these conflicts so that the health of the urban forest is maintained, while providing economically feasible alternatives for maintaining safe roads and sidewalks.

Improper excavation of soil adjacent to trees can result in severe damage to the structural roots that support the tree. Roots that are broken and splintered by power equipment such as backhoes serve as entry ports for decay-producing fungi that further weaken the support of the tree. If the damage from excavation is severe, the tree is in danger of being uprooted in a wind storm.

1. Critical Root Zone

To prevent unnecessary damage to existing public trees during construction, proper tree protection guidelines must be followed, particularly in the root zone where major support roots securely hold the tree in the soil. This Critical Root Zone (CRZ) is defined as the entire ground area within the vertical projection of the crown of a tree. This is also commonly referred to as the area within the drip line of a tree.

Heavy excavating equipment such as backhoes should not be used to excavate soil or dig trenches in the Critical Root Zone. All soil excavation needed within the Critical Root Zone should first be attempted by hand. Exceptions to the above shall include emergency utility repair, exceptionally rocky conditions or open access for tunneling equipment when there are no reasonable alternatives. Other exceptions shall be granted only with written permission from the Director of Public Works or designee.

2. Root Pruning

A. Pre - Construction Root Pruning

During construction activities there may be times when in the opinion of the Director of Public Works or designee, it is not possible to entirely avoid trenching or excavation within the Critical Root Zone. In such instances the Director of Public Works or designee may require the permittee to perform pre-construction root pruning. This shall be accomplished according to the following standards:

- Trenches shall be in line with tree trunk whenever possible
- All sides of trench likely to have bisecting roots shall be targeted for pre excavation root pruning.
- Roots shall be pruned 3-6 inches closer to the tree than the limits of excavation.
- Depth of pruning shall be at least 18 inches but ideally 24 inches, however, pruning shall be no deeper than the depth of the planned excavation.

Exhibit M - City of Urbana Arboricultural Specifications Manual (Excerpt)

- Roots shall be cut off cleanly by hand, or using power equipment specifically designed to cleanly cut roots such as a stump grinder (shredding or ripping roots damages root tissue and hinders regeneration).
- Roots shall be pruned during the dormant season whenever possible.
- Trenches shall be immediately backfilled to prevent drying out of roots.

B. Root Pruning During Construction

All tree roots greater than 2 inch in diameter that are encountered in any construction process shall be cut cleanly with an appropriate saw or pruning shear or other tool specifically designed for cutting wood. Axes or other such chopping tools should not be used, nor should shovels or other tools designed for digging.

3. Tree Protection in Construction Areas

It is the responsibility of the person or organization who holds a construction permit, as a condition of permit, to protect all public trees located on the adjacent public right-of-way that may reasonably be expected to be affected or damaged by construction activities. All unpaved ground on public property within the Critical Root Zones of existing trees subject to construction damage shall be boxed, fenced, or otherwise protected before any work is started as illustrated in Appendix B. If pavement such as a sidewalk is within the Critical Root Zone, unpaved public property on both sides of the pavement shall be protected with fencing without blocking the right-of-way. The City Arborist shall determine which trees need to be protected, the method of protection, and the dimensions involved. Once assembled, no boxing, fencing, or other protection device shall be removed without prior approval of the City Arborist, and there shall be no construction activity or material including storage, stockpiling, and equipment access within the enclosure.

4. Curb Installation

The installation of new or replacement curbs requires the excavation of soil. When soil excavation occurs inside the Critical Root Zone of a tree, the following guidelines shall be used:

- Excavation shall not disturb the soil beyond 12 inches from the back side of the curb to be installed. This allows sufficient room for a 12-inch bucket to be used on a backhoe, for a back form to be installed, and for curb installation equipment to operate.
- All tree roots greater than 2 inch in diameter that are encountered in the excavation process shall be cut cleanly as described in Section 2 above.
- Pre-construction root pruning may be required as specified in Section 2 above.

Curb replacement adjacent to significant trees, as designated by the City Arborist, may be installed without the use of a typical wood back form. Options may include metal angle irons placed on top of the adjacent undisturbed ground as a back form.

Exhibit M - City of Urbana Arboricultural Specifications Manual (Excerpt)

A front form may be another option in those instances when conventional curb installation techniques might cause unacceptable damage to a significant tree's root system.

The Director of Public Works or designee and the Assistant City Engineer shall have the authority to determine the placement and form of new curbs and the need for replacement curbs, while the City Arborist shall provide advice on tree protection during curb replacement.

5. Sidewalk and Driveway Installation and Replacement

When conflicts arise between tree roots and existing pavement, it is advisable to look for solutions that minimize damage to tree roots while providing a smooth walking surface for pedestrians. Removal of large support roots should be avoided. Without adequate support from structural roots, trees become increasingly at risk of falling, particularly during heavy winds. Removal of large roots may also severely stress an otherwise healthy tree, increasing the risk of disease or pest infestation. The mitigation of uneven sidewalks in a manner that produces additional hazards in the form of structurally unsound trees is not acceptable.

It may not always be necessary to replace a damaged sidewalk at the same grade or in the same position that the original sidewalk occupied. When possible, replacement sidewalks should be routed further from the root collar of the tree than the original sidewalk. While this may deviate from a straight pathway, the additional space will allow for future root growth without resulting in future pavement heaving. Occasionally, re-routing sidewalks may require obtaining an easement from the adjacent landowner. (See Figure 2)

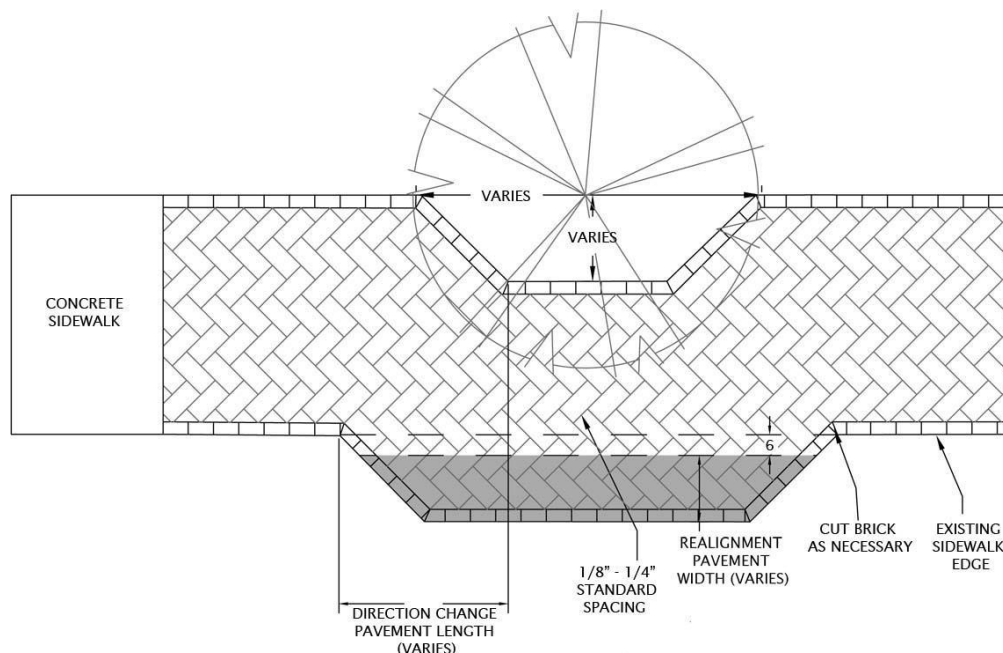


Figure 2 - Brick Sidewalk Reconstruction

Exhibit M - City of Urbana Arboricultural Specifications Manual (Excerpt)

When large roots are present at the surface, it may be possible to raise the grade in the location of the replacement sidewalk. Adding a ramp of soil along the edges of the replacement sidewalk that slopes to the grade of adjacent turf will prevent tripping on or falling off of the new sidewalk.

Other alternatives include using smaller panels of concrete with expansion joints or narrowing the width of the sidewalk pavement in the area of the root crown. However, pavement must be of sufficient width (minimum of 4 feet wide) to accommodate a wheelchair.

Whenever possible, installation of new driveways or widening of existing driveways should not be performed within a tree's Critical Root Zone. If, in the opinion of the Public Works Director or designee, that is not feasible, the pavement should be installed no closer to the tree than the minimum distances shown in Appendix B (Tree Protection Zone) for trees 10 inches in diameter and over. For example, the pavement should be no closer than 15 feet from the center of a 20 inch tree. Distances less than those shown on the table will be permitted only with written permission of the Director of Public Works or designee. To prevent future damage to the pavement by the tree, in no case shall the minimum distance between a tree and the new pavement be less than 6 feet.

Whenever possible, replacement or installation of pavement that requires cutting of tree roots should be conducted in early spring and concluded by mid-Summer to allow maximum root recovery before dormancy.

6. Changes to Existing Grade

Changes to original grade inside the Critical Root Zone shall be avoided when there are reasonable alternatives. If such changes are unavoidable, consideration should be given to installation of retaining walls on cuts or wells in fills. This will minimize root cutting and keep the base of the trunk at the original ground level.

7. Installation or Repair of Underground Cables and Pipes

All underground installations or repairs of utility or communication cables or pipes, including sprinkler or irrigation systems upon the public right-of-way, and outside of a city/utility license agreement, are subject to approval by the City. Any and all installations or repairs that may affect public trees due to underground conflicts (roots) are specifically subject to the review and approval of the City Arborist before the project starts.

***Trenching and Tunneling**

Where there is insufficient space for trenching to bypass the Critical Root Zone of trees, tunneling shall be used in place of trenching. In no case shall the top of the tunnel be less than 2 feet in depth. When the tunneling procedure is required, the distance of the tunnel from the center of the tree is determined by the diameter of the tree 4 1/2 feet above the ground line (DBH). Unless otherwise specified, all dimensions apply as listed in Appendix B.

It is recognized there may be situations where utilities must be installed or repaired within a tree's Critical Root Zone, and trenchless excavation is not practical or possible. Examples could include emergency repair, exceptionally rocky conditions or cases where a pit must be excavated within the Critical Root Zone to receive

~~tunneling equipment. The Director of Public Works or designee shall have the authority to~~
Exhibit M - City of Urbana Arboricultural Specifications Manual (Excerpt)
determine whether trenchless excavation is impossible, in which case permission to proceed may be granted under the following conditions:

- The Director of Public Works or designee will determine the location and size of the pit or trench.
- Pre-construction root pruning may be required as in Section 2 above.
- Any roots encountered during construction must be cleanly cut as described in Section 2 – Root Pruning.
- All trenches/excavations shall be backfilled as soon as possible to prevent roots from drying out.

Additional information on trenching and tunneling near trees is contained in Appendix B.

*Current utility license agreement with the City of Urbana supersedes the Urbana Arboricultural Specifications trenching and tunneling standards.

Exhibit M - City of Urbana Arboricultural Specifications Manual (Excerpt) Appendix B

QUICK REFERENCE TO TREE PROTECTION ZONE

Tree/Shrub Protection (above ground)

The contractor or permit holder shall be responsible for protecting all public trees and shrubs located on the public right-of-way. Existing trees/shrubs subject to construction activity shall be boxed, fenced or otherwise protected before any work is started. The trees/shrubs to be protected, the method of protection, and the dimensions involved shall follow the guidelines of the City Arborist, or if special conditions warrant adjustment, be determined by the City Arborist in conjunction with the contractor or permit holder. Once assembled, no boxing, fencing or other protection device shall be removed without prior approval of the City Arborist or City Inspector and there shall be no construction activity or material within the enclosure.

Shrubs and small trees shall be boxed or fenced in such a manner as to encompass the entire drip line area of the tree (Figure 1). In no case shall the enclosure be less than 2 feet from the center line of the tree. Medium to large trees shall be boxed or fenced in a manner to encompass as much of the drip line area of the tree as possible as determined by property and right of way boundaries (Figure 2). In no case shall the protective device be closer than 10 feet from the center line of the tree except in those portions bordered by the public sidewalk or curb, in which case the protective device shall be offset 1 foot wherever possible.

Tree Diameter	Distance of <u>fencing</u> from tree trunk *
Up to 2 inches	Min 2 feet
2.1 - 4 inches	Min 4 feet
4.1 - 9 inches	Min 6 feet
9.1 - 14 inches	Min 10 feet
14.1 - 19 inches	Min 12 feet
19.1 and greater	Min 15 feet

***Minimum distances listed are required unless waived by City Arborist. If available space permits greater distances for tree protection a distance of one foot from tree trunk for every one inch in tree diameter is preferred but not required.**

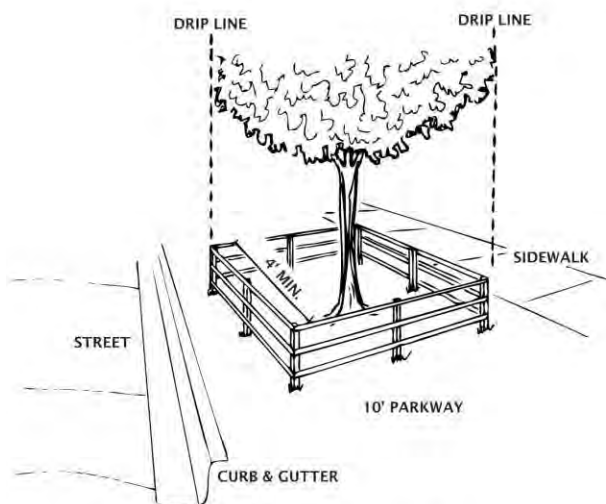


FIGURE 1 - SMALL TREES
 MINIMUM FENCING REQUIREMENTS

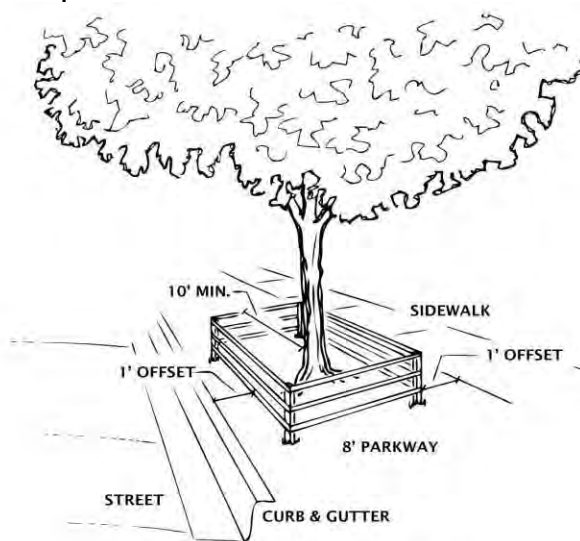


FIGURE 2 - MEDIUM TO LARGE TREES
 MINIMUM FENCING REQUIREMENTS

Exhibit M - City of Urbana Arboricultural Specifications Manual (Excerpt)

Appendix B

Utility Installations (underground)

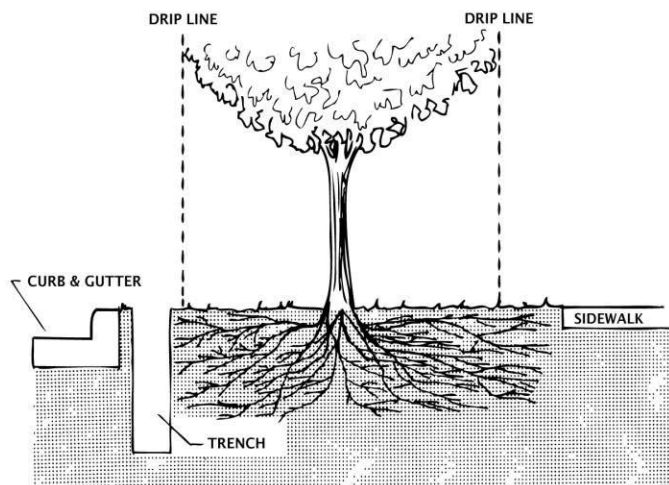
All installations of underground utilities upon the public right-of-way are subject to approval by the City. Any and all installations that impact on public trees due to underground conflicts (roots) are specifically subject to the review and approval of the City Arborist before the project starts.

Trenching and Tunneling – Open trenching in the root zone of public trees is prohibited unless it falls outside the drip line of a tree’s canopy (Figure 3). All trees where there is insufficient space to bypass the drip line by trenching must be tunneled. In no case shall the tunnel be less than 2 feet in depth. When the tunneling procedure is required, the distance of the tunnel from the face of the tree is determined by the diameter of the tree 4 1/2 feet above the ground line. Unless specified otherwise by the City Arborist, all dimensions apply as illustrated in Figure 4 with the quick reference table.

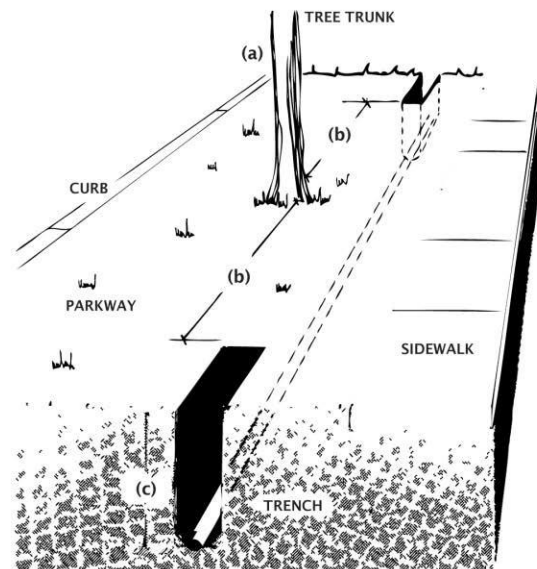
Since the cutting of larger roots is unavoidable in a trenching operation, all roots over 2 inch in diameter must be cut cleanly. All trenches should not stay open longer than necessary and must be properly barricaded.

Tree Diameter (a) (at 4 1/2 feet above ground)	Distance of <u>trenching</u> from tree trunk (b)	Recommended depth of tunnel or trench (c)
Up to 2 inches	Min 2 feet	24 inches
2.1 - 4 inches	Min 4 feet	24 inches
4.1 - 9 inches	Min 6 feet	30 inches
9.1 - 14 inches	Min 10 feet	30 inches
14.1 - 19 inches	Min 12 feet	36 inches
19.1 and greater	Min 15 feet	36 inches

***Minimum distances listed are required unless waived by City Arborist. If available space permits greater distances for tree protection, such as to drip line, are preferred but not required.**



**FIGURE 3 - SMALL TREES
 TRENCHING REQUIREMENTS**



**FIGURE 4 - MEDIUM TO LARGE TREES
 TRENCHING AND TUNNELING REQUIREMENTS**

Appendix B

Augering - Tree root zones shall be protected by augering in the manner described below. Tree diameter is measured 4 1/2 feet above the ground. The minimum depth of auger within the tree protection zone, as defined above, shall be 24 inches below the soil surface. No trenching within the protection zone of the tree shall be permitted.

Tree Diameter	Augering Instructions
Up to 2 inches	Auger 2 feet from the face of tree in all directions if trench will be located within or intersect this radius.
2.1 - 4 inches	Auger 4 feet from the face of tree in all directions if trench will be located within or intersect this radius.
4.1 - 9 inches	Auger 6 feet from the face of tree in all directions if trench will be located within or intersect this radius.
9.1 - 14 inches	Auger 10 feet from the face of tree in all directions if trench will be located within or intersect this radius.
14.1 - 19 inches	Auger 12 feet from the face of tree in all directions if trench will be located within or intersect this radius.
19.1 or greater	Auger 15 feet from the face of tree in all directions if trench will be located within or intersect this radius.

602 S Lincoln Ave Energy Improvements

All Buildings

Building Envelope			
Component	Baseline UA	Project UA	Improvement
Walls	1892	1409	26%
Floor	157	79	49%
Ceiling	466	308	34%
Fenestrations	1814	1814	0%
Weighted Total	4329	3609	17%

Lighting Equipment			
Component	Required % Fixtures	Actual % Fixtures	Improvement
High-efficacy lamps	90%	100%	10%

Mechanical Equipment			
Component	Min. Required SEER	Project SEER	Improvement
A/C System	13	14	7%

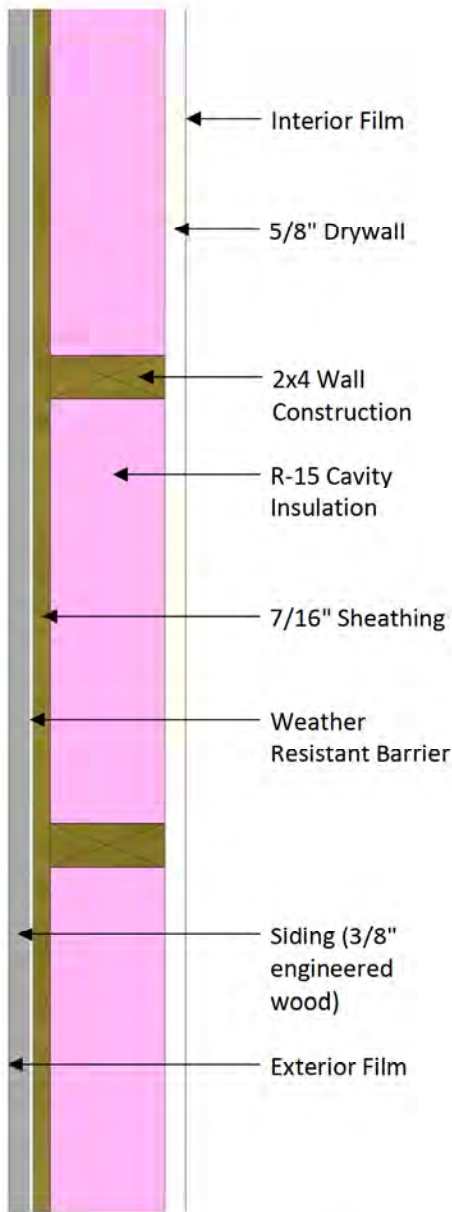
Appliances			
Component	Required Energy Star	Provided Energy Star	Improvement
Dishwasher	No	Yes	Yes
Refrigerator	No	Yes	Yes

*Currently researching availability and feasibility of additional Energy Star appliances.

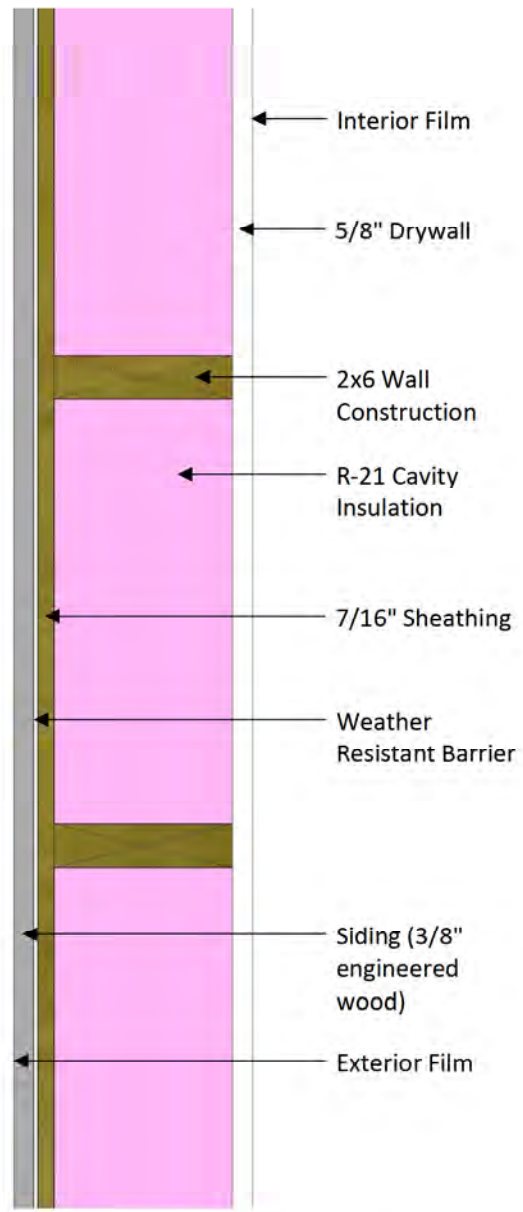
Wall U-Value Calculation

	Baseline	Project
Interior Film	0.68	0.68
Drywall	0.56	0.56
Cavity Insulation	15	21
Sheathing	0.54	0.54
WRB	0.06	0.06
Siding (Eng. Wood)	0.46	0.46
Exterior Film	0.17	0.17
Total R	17.470	23.470
Total U	0.057	0.043

*U-Values from archtoolbox.com



Baseline Wall Assembly



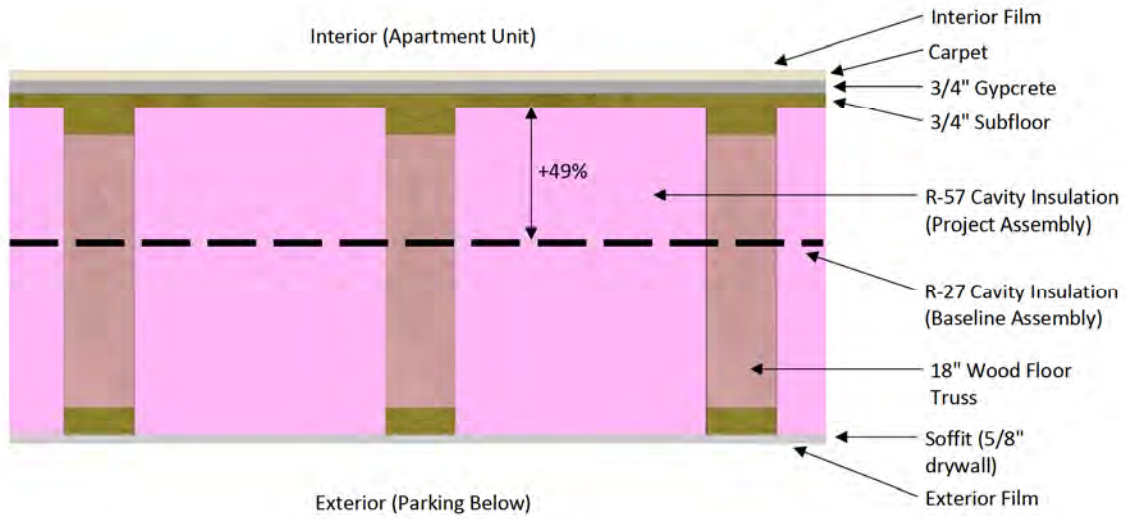
Project Wall Assembly

Exhibit N - Energy Improvements Summary

Floor U-Value Calculation

	Baseline	Project
Interior Film	0.68	0.68
Carpet or Sound Mat/LVT	1.23	1.23
Gypcrete	0.09	0.09
Subfloor	0.94	0.94
Cavity Insulation	27	57
Soffit (drywall)	0.56	0.56
Exterior Film	0.17	0.17
Total R	30.67	60.67
Total U	0.033	0.016

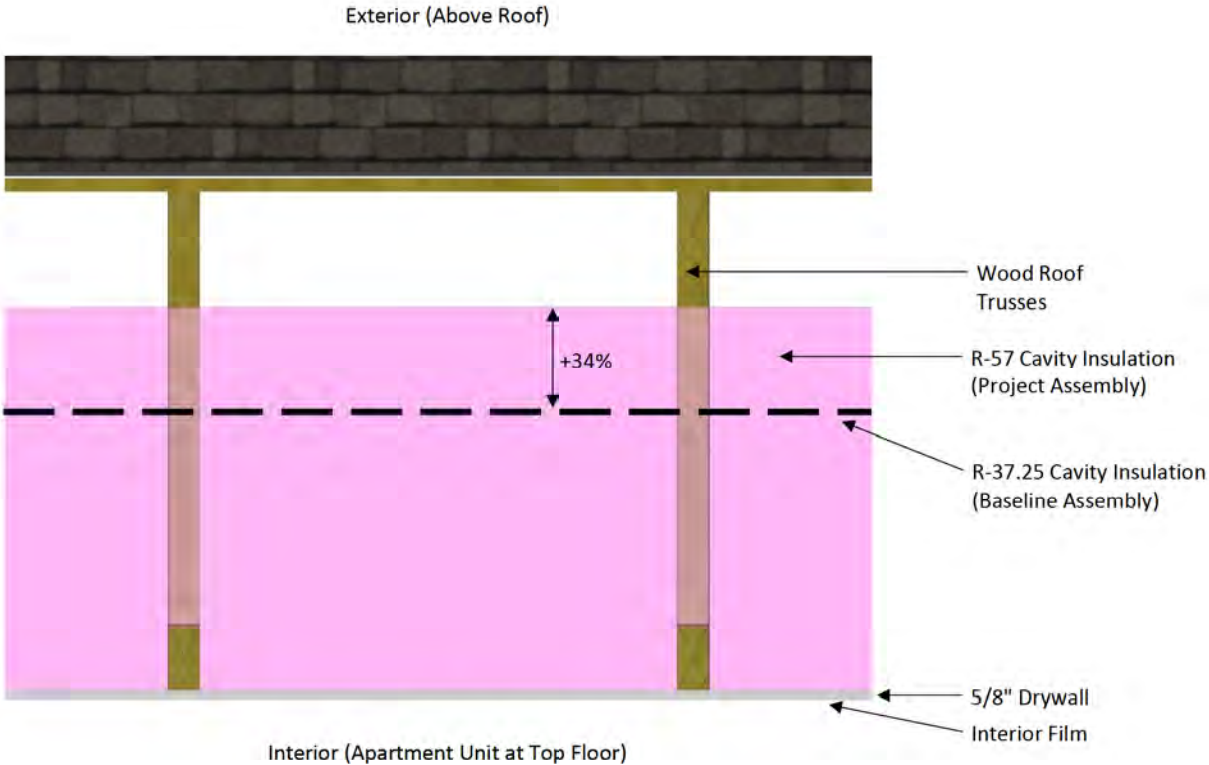
*U-Values from archtoolbox.com



Ceiling U-Value Calculation

	Baseline	Project
Interior Film	0.68	0.68
Drywall	0.560	0.560
Cavity Insulation	37.25	57
Total R	38.49	58.24
Total U	0.026	0.017

*U-Values from archtoolbox.com





February 21, 2021

Mr. Chris Hartman
Fairlawn Capital
2500 Galen Dr.
Champaign, IL 61821

RE: 602 S. Lincoln Ave. Urbana, IL project

Dear Mr. Hartman,

At your request, we have preliminarily evaluated your proposed apartment complex project for 602 S. Lincoln Ave. in Urbana for the suitability of the possible implementation of a solar system or systems. Following are our observations based on the renderings and site plans provided.

1 – Solar panels can be effectively installed on several of the roof planes of the buildings. The tall, existing (to be preserved) trees along the south edge of the project will cause significant shading on the southmost buildings.

2 – Based on my understanding that, in the current design, each individual unit will have its own meter, if solar was to be installed, it would need to be either a) a series of individual systems – each feeding one meter/unit, b) used only to offset the “house” meter, c) project re-designed so there is just one (or a few) Ameren meter/account and individual apartments subsequently billed by Fairlawn for their energy usage (or electrical service included in rental payments), or d) a Community Solar system implemented where energy is fed to Ameren and then each (or some) units “subscribed” to the system and those individual Ameren accounts then getting credit for their portion of the energy produced.

3 – At this time, there are no available Renewable Energy Credits in the Illinois Shines program so the economic benefits of the Adjustable Block Program are not available. This is the case for both Distributed Generation (either a number of small systems, house meter, or common meter) and Community Solar (feed power to Ameren and credit back to subscribers). It is anticipated that this will change in the future though the State of Illinois budget is extremely limited at this time.

4 – It may make sense to prepare the individual roofs for eventual, at a later date solar installation when SRECs are available. This would involve installing appropriate conduits from the roof (or attic) where later solar systems could be installed if the economics change.

Please feel free to contact me with any questions regarding this review.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul T. Tucker", written over a horizontal line.

Paul T. Tucker - Partner



Exhibit P - Geothermal Site Evaluation

PO Box 17022
Urbana, IL 61803
Phone: (217)239-0040
Fax: (217)239-0042

January 26, 2021

Fairlawn Real Estate
Attn: Chris Hartman

Re: 602 S. Lincoln – Geothermal Feasibility Study

Chris,

Per your request, we have reviewed the feasibility of installing a geothermal system for the future apartment building at the above referenced address. Based on our preliminary load calculations and the required bore spacing, there is insufficient space available on the site in order to support the geothermal bore field. Without sufficient spacing, over time the bore field will over heat and not allow for proper heat transfer to the ground. In addition to this, due to the vegetation that is intended to remain, we are concerned that the root systems will cause damage to the bore field and lateral piping over time which could cause maintenance and environmental concerns if the piping system is breached. Our recommendation would be to proceed with the design of high efficiency, conventional HVAC systems for this application.

If you have any questions or need additional information please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Rennels".

Chris Rennels, P.E.
President